

BUCHANAN RACES SAT. & SUN.

See Page 1

MOTOR RACING

Vol. I—No. 19



Los Angeles, Calif.

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Price 10c

MURPHY DOUBLE VICTOR; DRAKE EDGES OUT CLEYE IN THRILLER

See Page 1



VINDICATED AT LAST—Popular E. (Robbie) Forbes-Robinson, noted MG-A driver, and his two young sons clasp their hands in victory after a protest was lodged against his car at Pomona last week—and it was found to be not only stock, but sub-stock! Left to right: E. Forbes-Robinson, Jr., 12; Stewart, 8, and "Robbie." For

months talk was that the car was anything but stock. When Bob Schulman, also in MG-A, was lapped by "Robbie" in 20-minute race, he filed protest. For 8½ hours the car was completely torn down. "Robbie" took third behind two Porsches on Saturday, and the next day was second behind a Morgan Triumph TR 2.

COMPLETE POMONA CHARTS

See Pages 8-9

MotoRacing Goes to 16 Pgs., Shifts Home

LAST OCT. 21 the first bi-weekly issue of MOTORACING was published. The plan was for an eight-page paper for at least six months.

After the first one, all succeeding issues, with the exception of one, have been 12 pages.

Today, issue No. 19 booms to 16 pages, and all indications point to 20 and 24 pages soon.

The tremendous increase in advertising volume warrants it. No longer is MOTORACING a Los Angeles publication—news reaches us from every section of the U.S. and abroad. Every effort is made for full representation. Advertisers are now convinced MOTORACING is THE medium to convey their message.

Circulation, for which there is no substitute, has boomed—and we now have subscribers in 43 states and 10 foreign countries!!

As a result of the expansion, we have been forced to move to larger quarters. The new address for MOTORACING is 725 NORTH Western Ave., Suite 14, Los Angeles 29, Calif. Until new telephones are installed, please call the old number, CRestview 6-7165. The new number will be announced in the next issue.

In short, MOTORACING has doubled in size in only nine short months. We were bursting at the seams at the old address and had no alternative but to move to larger quarters.

At this rate it shouldn't be long before MOTORACING goes weekly.

Readers and advertisers have proved beyond a shadow of a doubt that the sky's the limit now, controversial or not!

Santa Maria Race Set; Buchanan Whirls Next

(Course Map, Page 4)

AT PRESSTIME nearly 100 entries had been received for the Santa Maria road races to be staged by the Los Angeles Region of the SCCA Saturday and Sunday, July 7-8, at the Santa Maria Airport.

Two other important developments were announced:

1. Lindley Bothwell, highly-regarded racing official, has withdrawn as race chairman for the event, being supplanted by Leslie Arthur.

2. The deadline for entries has been extended to July 2.

George Cary, Jr., is staging the two-day meet for the SCCA. To satisfy drivers of the smaller cars, two race courses have been mapped. The circuit will measure 3 1/3 miles for the first six races. For the 12-hour over-1500cc main event for modifieds on Sunday, the course will be 3 3/4 miles.

Races start at 3 p.m. on Saturday. They are production sedans under 1500cc, production (Continued on Page 4, Col. 3)

By H. K. Wong

MORE THAN 135 entries have been received for the fourth annual Buchanan Field Sports Car Races—scheduled June 30 and July 1 under sponsorship of the Pleasant Hill Junior Chamber of Commerce and sanctioned by the San Francisco Region, SCCA.

John Von Neumann, Hollywood, with his Ferrari Mondial (Continued on Page 6, Col. 3)

Shelby Nips Brero; McAfee Triumphs

ELKHART LAKE, Wis., June 24.—Carroll Shelby and Lou Brero gave Road America fans a whale of a show for their money here today as they waged what experts claimed was one of the season's most torrid battles in a major event.

Ultimate victor by scant seconds was Shelby. The Dallas, Tex., ace was hotly pursued in his Ferrari by the D-Jaguar-mounted Brero, of Arcata, Calif. Race was a 142-mile event.

Jack McAfee, Manhattan Beach, driving John Edgar's potent Porsche Spyder, roared to an easy victory in yesterday's 100-mile main event, averaging 77.4 mph.

It is understood Edgar is acquiring an even faster Porsche, and that McAfee no longer will tool Ferraris for his backer, concentrating solely on the German marque.

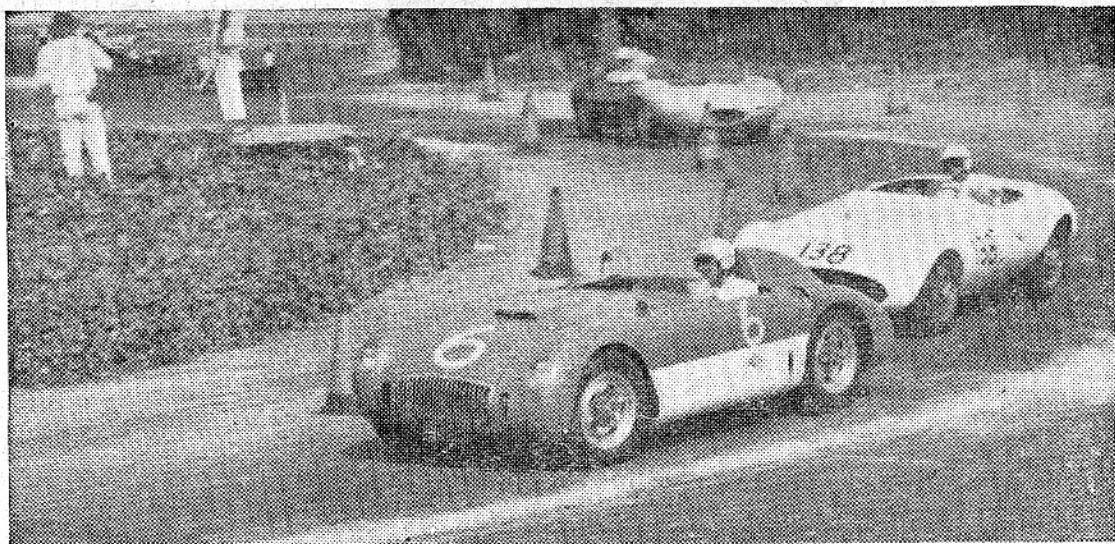
2 FEATURES CONTINUED

Third installment of "The Ernie McAfee Story" appears on Page 12 of today's issue of MOTORACING, while the fourth chapter of "Challenge of the Century" will be found on Page 10.

Ernie, one of the top Southern California road racing pilots, lost his life last April when the big Ferrari he was driving slammed into a tree at Pebble Beach.

Hoosier H. Hiram tells how early racing aided the auto industry in the "Challenge of the Century" series.

Daigh Prods Leader Early in Going



BUICK-KURTIS, which led from start to finish in Sunday's main event at Pomona, is followed closely early in the going by Chuck Daigh, Merc-powered Troutman-Barnes Special. Jerry Austin,

D-Jaguar, holds down third here before field heads through underpass after turn nine. Daigh was forced out on 33rd lap, and the D-Jag blew up the following lap.

Gene Simon

MURPHY POMONA WINNER

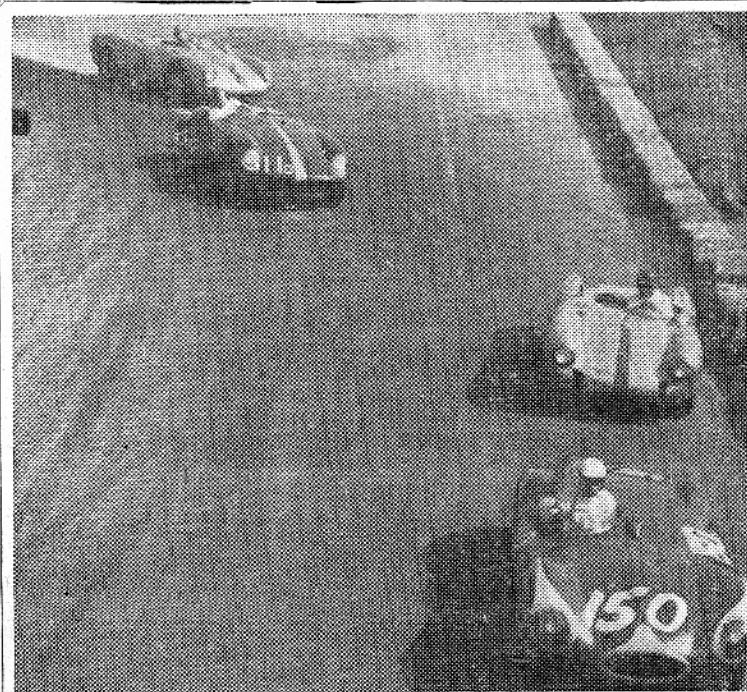
Stars Missing From Field

By Gus V. Vignolle

UP AGAINST one of the weakest fields of big-bore specialists in months, Bill Murphy had little trouble driving his high-powered fuel-injection Buick-Kurtis to victory in the two features last Saturday and Sunday at Pomona.

Carroll Shelby and Jack McAfee were racing at Elkhart Lake, Wis. Phil Hill is in Europe. Pearce (Pete) Woods has

Complete charts and photo coverage—Pages 8-9



REAL DUEL in CSCC Pomona headliner was between first two cars heading into underpass, Bill Krause (150), D-Jaguar, and Ken Miles, who follows in Porsche Spyder. They finished that way behind Bill Murphy and Harrison Evans, Ferrari Monza. Following Miles here are Johnny von Neumann, Ferrari, and Richie Ginther.

Marvin Reichler

Blarney Castle Scene Of Sports Car Festival

SUNDAY, JULY 15, will be a big day for the sports car fraternity—and Blarney Castle, at 623 S. Western Ave., Los Angeles, should be bursting at the seams with both enthusiasts and enthusiasm. Occasion will be the second annual Blarney Castle Sports Car Festival. Rudy Cleye, operator of the restaurant and successful Southland race driver, stages

the sports car party at the eatery and adjoining parking lots.

Contests, prizes, outdoor pavillions, band music, food and drinks and beautiful cars will

combine to make this a major attraction for sports motorists.

A major closed event, the Four (Continued on Page 11, Col. 1)



BUCHANAN FIELD NEXT—Chairman of the Pleasant Hill Jaycee Race Committee Jerry Kulp and Queen Carol Yale, 19, draw attention to the SCCA (San Francisco Region) road races set for June 30-July 1 at Buchanan Field, 15 miles east of Oakland, California. Proceeds go to charity. Carol shapes up interestingly—39-24-34.



RUDY CLEYE, who here asks, "Wass ist loss mit der — glockenspiel in mine Mercedes?" turns host at a big Sports Car Festival slated for Blarney Castle, July 15. A huge turnout is anticipated.

Marvin Reichler



Racing Pow-Wow

By Maury Powell

CAL CLUB'S WES SANTEE YARN
ONE OF PRIZE PHONIES OF YEAR

BIG CHIEF in next teepee says, "nothing is opened more by mistake than a man's mouth." Tru-u-u-e!

Which brings to mind the case of Wes Santee, the all-time track great who alienated considerable affection from the sports car fraternity hereabouts during his recent visit.

Santee became a Frankenstein-type monster through the diligent but questionable tactics of the California Sports Car Club's press agent, one Al Franken. Taking advantage of a brief Santee visit to L.A., Franken, who also handles track meets, tied his two accounts together neatly by prevailing upon Wes to sign a phony entry blank for the Pomona road races. The CSCC's prexy was pictured smilingly (?) looking on, thus condoning the outright falsity.

Having a few other names to "sell," Franken worked Santee on Cleve Hermann's KRCA sports show and elsewhere, disseminating poppycock also in the press that Santee was going to drive a Volkswagen at Pomona. Santee's name never appeared on the official entry lists put out by CSCC secretaries!

Nor did these charming people put forth much effort to halt their malarky when it became obvious to most everyone that Santee wasn't going to be around. No, they just let the matter die quietly.

When queried on the matter, Franken gurgled something about Santee's superiors in Virginia recalling the miller after reading about his intentions from wire service releases.

It doesn't ring true to us. We think the racing fans deserve a better break than to get duped by CSCC's frantic efforts to create a box office success. We think the CSCC, Santee and Franken owe sports car racing fans individual and collective apologies. If we're wrong, we'll do likewise.

TOP WESTERN THEATER RACE MOVIES

Opening July 5 at Western Theater, 39th Street and Western Avenue, L.A., will be outstanding sound-and-color movies from the 1956 Indianapolis classic . . . Accent will be on mechanical activity, usually overlooked by other cameras . . . Pebble Beach road races and Pomona's championship drags are on the same bill, according to Alex Xydias.

Let's give credit where due dept.—Jack "Willie" Sutton . . . shaped and welded Chuck Porter's now-famed Mercedes 300SLs . . . built the "Shingle" to Ken Miles' specs . . . shaped and welded the John Zink Specials that won the 1955 and 1956 Indianapolis 500-milers . . . was one of the creators of Sir Malcolm Campbell's Bluebird . . . is presently building new body for the Parravano 4.9 that Shelby washed out . . . and also is now working on body for the Chrysler-powered sportster that Ak Miller'll drive in the next (if-and-when) Mexican road race.

FORD HAS REASON TO BE HAPPY

Ford is happy about its new stock car record of 107.126mph set recently at Indianapolis, with Chuck Stevenson and Johnny Mantz, two topflight Southland leadfoots, sharing the 500-mile job . . . Car used was a two-door Customline Victoria powered with 312 cu. in. "straight stick" job . . . Pete DePaolo captained the team . . . Top five in USAC's National Championship points to date: Pat Flaherty, 1200; Sam Hanks, 800; Don Freeland, 780; Johnnie Parsons, 600; and Bob Sweikert, 540.

See youse at the Blarney Castle for the big Concours d'Ensemble Sunday, July 16; entries close July 7, so hurry!

DO YOU KNOW?

Q. & A. DEPT. . . .

By Jim Mourning

SINCE THE ability to trot out quotations and sources when necessary is often considered the mark of the well-read man, it was inevitable that the literature and comments of famed people should begin being mouthed by students of things automotive. If you can get a perfect score you are entitled to a Bachelor of Literature Degree from your local garage.

HERE ARE THE QUESTIONS

1. Where is the earliest known reference to the automobile found?
2. Who wrote:
"Soon shall thy arm, unconquered steam! Afar
Drag the slow barge or drive
the rapid car."?
3. Who was the earlier writer who foresaw the carnage on our highways and said:
"Carriages without horses
shall go,
And accidents fill the world
with woe."
4. A self-appointed critic was once loftily told, "I make my cars to go, not to stop." Who said it?
5. In an attempt to reach the essence of the enthusiasm, a

- noted figure said, "A sports car is to a man what a mink coat is to a woman." Who was the noted figure?
6. "Only constant driving can make car and driver one." What European driver holds such an opinion?
7. "Never dice on corners unless it's absolutely necessary. It not only wastes time, but makes for sloppy driving." Who gave out this sage advice?
8. Are you an eager hot-shoe? If so, you'll probably agree with the man who said, "I'll race anything with four wheels and an internal combustion engine." Who said it?
9. What car company flatly states they make "The Best Cars in the World"?

AND THE ANSWERS

- (1) In the Iliad, Homer speaks of a "self-moved" vehicle formed by Vulcan. (2) Erasmus Darwin, father of the man who popularized the theory of evolution, in the late 1700s. (3) Thus prophesied Martha Shipton in the early 1500s. (4) Ettore Bugatti, the genius of Molsheim. (5) Ernie McAfee when being interviewed on television. (6) Hermann Lang, noted Grand Prix driver. (7) Herr Neubauer, the nearly legendary head of the Mercedes racing team. (8) Ken Miles during an interview with a newspaperman late in 1953. (9) Rolls-Royce, who else?

MOTORACING

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LETTERS to the Editor

ANSWER FROM VOLKSWAGEN

In contrast to the article by "Flavio St. Germain" which appeared in your June 15 issue, and referred to the need of purchasing extra accessories on Volkswagens in order to secure immediate delivery, I am enclosing our dealer bulletin No. 26 issued on February 10, 1956 which specifically prohibits any such practices. We are all too conscious of our good fortune and have no wish to jeopardize the good name of our product or of ourselves.

Please understand that we cannot put ourselves in the position of being overly dictatorial to our dealers, but we realize that in all organizations there are violations of accepted practices by individuals. We do try to keep these at an absolute minimum.

Isolated cases of cars being cancelled, on which the customer had specifically ordered numerous accessories, do occur in any and all dealerships, domestic or foreign. When such a car is ready for delivery and the original customer has already secured a car from a different dealership, the car is most certainly available on a first come, first serve basis.

Any violation of either the "letter or intent" of this bulletin can well result in immediate suspension of the guilty dealer and we, as distributors, most certainly welcome constructive criticism and/or any documentary evidence of malfeasance on the part of any of our dealers.

Hoping that in the interests of fairness you will make our sentiments known through the medium of your excellent and widely circulated paper, I remain,

Competition Motors
Distributors, Inc.
Samuel Weill, Jr.
Regional Manager
Hollywood, Calif.

ATTENTION, HIGHWAY DRIVERS

With apologies to, and to paraphrase Kipling, this thought came to me: Oh Ye who tread the broad freeway, By stock sedan, to Judgement day, Be gentle when the Sports cars play On road and track the safety way.

This is the reaction I get from the Pebble Beach tragedy. The critics of road racing are driving their cars on the highways and freeways in a manner and at speed not unlike that which took the life of Ernie McAfee—in cars unfit to travel more than 60mph.

Ernie was doing close to 100mph. Some say his brakes failed or locked—whatever the case, it was not lack of skill that caused him to swerve into the tree.

These critics of racing will scream if told that their car is not safe at 60mph, and to challenge their driving ability would be sheer effrontery. Because of the shoddy construction and the lack of good driving skill, some 60,000 persons will meet tragic death on our highways this year and another million will be bruised, crippled or maimed for life.

They say this is to be expected, and is accepted as a matter of fact, because they have to get to work. The National Safety Council states that 80 percent of traffic deaths occur at speeds of 25 to 35mph. If this is true (and I believe it to be), then speed alone is not the killer—it is supposed to be—only that the accident may be more garish.

Any speed will kill if the car has antiquated brakes, outmoded suspension and with 300hp pushing a 2½ ton car operated by the average driver. Such gadgets as power brakes, power steering, power shifting is a snare and a delusion. They too will take their toll of death. The one-handed driver, using the left hand to hold down the top, or the lovey-dovey egg-head, making a play for his girl, righthanded-like, the "Green Light Grand Prix" Bandit—these and all other drivers can take a lesson from Ernie's death. He drove a car capable of 180 miles in comparative safety, with superlative skill.

To those who love to engage in road racing, Ernie McAfee's death is a sobering thought—but it should be more so to those who drive the broad highway—Oh ye who tread the broad freeway—

Robin Johnson
Glendale 4, Calif.

LONG-LENT NEED

Please start my subscription to MOTORACING. Your publication is filling a long-existed need for a more complete and more current coverage of the sport.

Dean W. Patterson
San Diego 4, Calif.

★ SPORTS CAR-TOON ... by Bill Harmer



THE DUKE WONDERS...

IF THE Porsche people, who probably feel they are pleasing boost-
ers of their bombs, realize that many racing drivers are screaming bloody murder because they can't fork over the gelt for new cars as fast as the factory puts out faster models?

What sports car aficionado is trying to swing a deal for a Bosch fuel injection distributorship in California?

If everybody is satisfied now that a well-known driver passed with flying colors after his car was protested at Pomona?

How many noticed that squirrely driving is no longer tolerated by the Cal Club as was evidenced by the frequent fluttering of the ebony pennant at Pomona?

If the increasing scarcity of "name" drivers is going to hurt the gate at Southern California road races?

What Hollywood body shop owner went to another metal specialist to get the body built for his new special?

How much they paid the fellow who spent the week before Pomona pulling the hot dogs through the very small knot hole?

Whether the protest at Pomona wasn't rigged by a driver who was tired of being accused of running modified without being able to defend himself?

If we are permitted to knock off this nonsense about the gentler sex following the Ladies' Race at Pomona?

How many people know that Porsche owners, who've been able to thoroughly trample production car regulations in the past, are about to get a very nasty blast?

Who noticed that one of those getting the black flag at Pomona was the president of a certain well known sports car club?

Why they put the impound area at one end of creation and all the Al's and Annie's at the other?

If there's any truth to the rumor the Harlem Globetrotters will race at the next CSCC event?

AUTO EDITOR 'SOLD'

Enclosed find my subscription to MOTORACING. The two sample May issues you sent sold me — if all issues can be as comprehensive as these. As automotive editor of The Peoria Journal Star, it's evident that I need all the facts on all events which I could not attend before the magazines could get them out . . .

I was just a bit disappointed in the attitudes, opinions, and MacArthur-inspired style of some of your featured writers, but as long as the facts are all there, I suppose the end justifies the means in this case.

The concentration on sports car races, rallies, gymkhanas, and Concours and Grand Prix events, when available, is particularly desirable. Other motorsport events, while necessary for balance, are not necessarily so important to me.

EuGene E. Booth
Peoria, Ill.

HAPPY CUSTOMER

Any superlatives I may have wished to use in praising your publication have been written previously. For speedy, complete coverage you are without parallel in the West. In your most recent issue I especially wished to comment on the nice manner in which Maury Powell went to bat for Andy Linden. There are no doubt many of Linden's fans and well wishers who would not have known of his misfortune in time to be of help, had it not been for this column.

Gus Vignolle's Vignettes cover a lot of ground in an easy and pleasing manner. Jim Mourning's wit is unexcelled. Happy to hear from John Foster, a nice and quite capable person. Myra Jones is the answer to our prayers as to "WO HOPPIN'?" Ad forward to.

Andy Anderson,
Fontana, Calif.

HEY, DRAG RACERS

Being a drag race fan and strip manager, also the owner of a drag machine car myself, want to list the classes we have at the San Fernando Drag Strip.

1. 4 classes to run cars, dragsters, cycles, sports cars, etc.; 2. Gas classes as groups: 7 stock, 4 street coupe and sedan, 4 fendered c/s, 2 non-fendered c/s, 2 roadster, 2 street roadster, 2 dragster, 2 "4 Banger" gas and fuel. FUEL CLASSES—2 c/s fendered—overhead and flathead, 2 c/s non-fendered—overhead and flathead, 2 modified c/s—overhead and flathead, 1 modified roadster, 1 dragster. CYCLES—4 gas, 3 fuel. SPORTS CARS—3 classes.

If you wish to run your club cars for a special day, call me at EM 2-6979 and I will set up a date. If there are six cars of some special class that show up from one club, I will give a trophy for the fastest time in the class we set up for you. Costs: Gate, 75c; pits to run car, \$1.

Ed Harding, Manager,
San Fernando Drag Strip.

READER COMING HOME

Please enter the enclosed change of address. This will insure that I will be receiving the best racing newspaper I have ever read when I take off this gunny sack suit and race "full chat" home in July. Have been receiving your paper a month after published date, but still is hot news to me (after coming via slow boat to France). Will be good to get back to good old So Cal and see some interesting races!! Have seen Nurburgring (1000 km '56) and Le Mans ('56) and find So Cal racing much more interesting (one doesn't see much of 25 cars on the Nurburgring which is 22½ kilometers long [about 13½ miles]).

Keep up the good work!
Donald E. Dotzauer
Chinon, France



Vignettes

by Gus V. Vignolle

DOTS AND DASHES ALONG THE SPORTS CAR RACING FRONT

THERE IS no truth to the rumor that Ken Miles has been ordered to pull his card out of the rack at the Von Neumann kiosk for finishing fourth in that Volkswagen race . . . That Mercedes-Benz 300 SLS that Chuck Porter built drew loads of raves at Pomona. And Chuck did a good job in his first sports car race . . . What Pasadena business man has a slightly-used five-cylinder D-Jag for sale "as is"?

They say the '57 Continentals will have gasoline fuel injection, i.e., Lester the Road Tester says so . . . A local club is said to be dealing with Washington, D. C., for acquisition of a permanent track near San Diego (not Montgomery Field) . . . Powered by a 270hp Chrysler Typhoon engine, that French Facel F Vega drew tons of raves at Pomona from the Babbitts. Body made in France.

Nice to see no hard feelings on part of Bob Schulman, who was just one of thousands who thought "Robbie" Forbes-Robinson's MG-A was not stock. He protested the car. It was torn down, found to be sub-stock. As John Malone says, "It's not crooked; it's not the tuning—it's the driving." Could be he has something there. See photo on cover.

STRANGE DOINGS AT THE COACH

Out of the horse's mouth at the Coach & Horses: Maybe it was a dream or something (it hardly seems possible), but we recall strange things high up in the woodwork among the rafters—Hi School Harry Givens, Ruth Levy and some other characters making like "human flies." Actually they were walking on the walls! . . . Terry Hall has a good idea: why not develop the Santa Maria course into a 12-hour Sebring of the West? The circuit lends itself. Take a whole week to stage the show. Let's get on this.

Good to see Warren Frinchaboy taking in the Pomona action. He was in a wheelchair, both legs in casts. The driver was injured at Pebble Beach . . . MOTORACING's few (very few) detractors ought to examine the ad volume in this issue. In nine months the paper has doubled in size. Subscribers in almost every state in the Union and 10 foreign countries (Please read box on Page 1) . . . Lots of talk on how the pits were livened up at Pomona. John Malone had the MG crews in royal blue T-shirts, the Austin-Healey gang in navy blue. And MOTORACING trumpeters were decked out in gold shirts. Call us to find out how you can get in on the deal.

OLD, OLD TIMER IN CIRCULATION

A fabulous character, the Old, Old Timer, has popped up on the sports car front. Lack of space prevented running his letter in this issue. Watch for this seafaring man's epistle in the next issue . . . The action should be red-hot at Buchanan Field, near Oakland, this week-end, and the following Saturday and Sunday at Santa Maria. They'll be worth taking in—and good to get away from the miserable smog!

Explains Bill Binney, Ed Savin's service manager: "Difference between the TR3 and the 2 is in the carbs (former 13/4 instead of 1 1/2) and the ports (former 1 1/2 instead of 17/16). And that makes a difference of 10 horses." . . . Add nice people: Lou Brero. He phoned from Arcata, Calif., to thank us for sending him photos and for what he said was "the excellent Santa Rosa coverage." He's meeting with the powers-that-be near his hometown to firm up plans for a 2.1- to 2.6-mile course at the county airport, using part of the field and some of the back access roads not far from the Pacific. A beautiful layout, something akin to Torrey Pines insofar as ocean background is concerned. Incidentally, Lou lost a thriller to Shelby at Elkhart Lake last week-end. Must have been like that close one he dropped to John Barneson at Santa Rosa. Tough.

TRIUMPH TR3 FOR RUTH LEVY?

They say Ruth Levy, the potent Porsche driver who came here recently from Minnesota, soon will be seen behind the wheel of a Triumph TR3. That should bring a smile to Dorothy Deen . . . The counterfeiters were busy as all-get-out at Pomona. You should have seen the pit pass replicas that got people inside the gates. But the bottles & stoppers (cops to you) should nail 'em at the next races . . . Testimonial shindig coming up shortly for a well-liked sports car racing figure . . . Someone at the County Fairgrounds opined Myra Jones had taken to collecting junk. She was observed loaded down with steel fragments that had been flying all over the landscape.

To M.C.: no apologies, everything is under control . . . Bob Oker's leadfoot must really be getting weighty—the Morgan and TR both blew up last out . . . Don't worry if you're fat. Elmer Ballard credits being around to that tire on his midriff, claiming it kept peritonitis out during his recent hospital siege.

No blasts today—get caught up next issue!

Crater Bowl Slates Top Cycling Card

Thirty thrilling cycling events will make up a complete day of Sportsmen TT races on July Fourth at Crater Bowl, near Woodland Hills in the western San Fernando Valley area.

Although the big cycles will

not compete until noon, hot competition between the small engine cycles will start at 9 a.m., and finish at 11 a.m. Practice for the big cycles starts at 11 a.m.

Many of the leading cross-country cyclists have indicated they will enter, with big Bud Ekins of Tarzana, 1955 Catalina champion, a top favorite.

Foothill Foreign Car Club Organized

With a complement of nearly 50 members, organization of the Foothill Foreign Car Club was announced this week at Rudy's Flintridge Inn, Flintridge, Calif.

Nelson Bice was elected president, Bob Menefee veepee, Corinne Baglin club secretary and Art Dobson treasurer. The directorate includes Dr. Hildreth Hoppe, Gray Lange, Bill Wilson and Dean Frederick. A rallye was announced for July 1.

Santa Barbara Rallye Scheduled July 7-8

Santa Barbara Chapter of FCCA stages its fifth annual Semana Nautica Rallye, July 7-8. Council sanctioned, it runs slightly over 12 hours. First car goes at 10 p.m., July 7, from the Safeway parking lot, corner Milpas and Montecito Streets, Santa Barbara.



Lester Nehamkin
ELMER BALLARD, chief mechanic for Nick Pastor, displays handsome plaque presented him by Bob and Pat Sawyer in appreciation for his tireless work on Triumph TR2 the latter has driven to many wins. Elmer is on mend after appendectomy.

Murphy Coasts To Pomona Win

(Continued from Page 1)

the Los Angeles County Fairgrounds.

Harrison Evans, who improves with each race, was second in a Ferrari Monza, 23 seconds behind. Young Bill Krause, D-Jaguar, was third, followed by Ken Miles, Porsche Spyder, and John von Neumann, Ferrari Mondial.

PAY FOR COURSE

The 15-race program, staged by the California Sports Car Club and Pomona Elks, attracted 3500 paid customers on Saturday and some 12,000 on Sunday. The estimated gross gate was \$30,000, from which taxes and rental to the Fairgrounds were paid.

That should take care of the \$16,000 it cost to pave the strip. Murphy was pressed a bit early in the going by Jerry Austin, in a D-Jag, and Chuck Daigh, Merc-powered Troutman-Barnes Special. Jerry spun out on the sixth lap and lost second place to Daigh. Neither, however, finished the race.

The real race was between Krause and Miles. As early as the third lap Krause was in fifth spot, with Miles, in the much smaller Porsche, right on his tail. They stayed that way all the way through, with Krause finishing seven seconds ahead of the Englishman.

EVANS TAKES 2ND

From the sixth through the 32nd Daigh was in second place, and from that point on it was Evans. Daigh slipped to third. On the 36th, however, he lost hot oil in his cockpit and hot-footed out of the carriage. Krause moved up a notch, Miles still pursuing relentlessly.

Austin's luck was even more disastrous. Back in sixth hole, his Jag blew up, sky-high, on the 34th. A rod went out, creating a terrific shambles in the engine compartment. Steel was flying all over the joint. The engine flew apart just past the start-finish line. The smoking explosion was terrifying.

Misfortune also beset two other pilots—Richie Ginther, in

(Continued on Page 8, Cols. 1-2)

KBLA Inaugurates Sports Car Program

"Sports Car Classics," news and views of the sports car world, is now being broadcast daily over radio station KBLA from 5:30 to 6:30 p.m. The Frank Alten Enterprise Production finds Wayne Burke at the mike.

Included in the program are spot news, tape recordings of race drivers and news of interest taped at meetings of the various clubs.

Death Takes Sweikert

COCKY and hardsome Bobby Sweikert, drove to his death June 17 when he crashed over the guard rail at high-banked Salem (Ind.) Speedway, one of the midwest's most noted death-traps.

Long a favorite of Coast speed fans, Sweikert's initial Indianapolis appearance in 1950 saw him pass his driver's test. Bob's major racing activities had centered around the Oakland-San Francisco Bay Area. He was equally accomplished with roadster, stock, midget or sprint car, starting back in 1945-47.

The transition to Indianapolis-class cars wasn't difficult. This boy could drive. All he needed was equipment that would stand up under his weighty right foot. He got it in the A. J. Watson-groomed John Zink Special last year, winning the "500" the first time his rolling stock negotiated the entire trip.

BORN IN L. A.

Born in Los Angeles, Bobby moved to Hayward, Calif., with his family when a tot. He lived there until his jackpot strike in the "500" last year enabled him to build a modest home in Indianapolis. Survivors include his wife and three children.

Not only did Sweikert pick off racing's No. 1 prize in the U.S., but he proved himself a true racing champion by hitting the rugged dirt-track circuit and compiling enough points to become the last AAA National Champion, the AAA having dropped from speed sanctioning with the close of the 1955 season. Moreover, he toured the AAA Midwest sprint car circuit and won that championship to round out one of racing's most brilliant chapters.

Sports car fans may recall his surprising effort at Sebring's 12-hour Grand Prix of Endurance in April when he teamed with Jack Ensley to finish third with a C-Jag behind Ferraris toolled by Fangio-Castellotti, first, and Musso-Schell. The Sweikert-Ensley team captured seventh in the Index of Performance.

COLORFUL DRIVER

It's believed that Sweikert had jelled plans to compete in the Grand Prix European circuit next year, backed by some Indianapolis tycoons. Last Memorial Day he placed sixth in the "500," despite losing gobs of time on



BOB SWEIKERT
Killed in Salem Crash

the 134th lap when his mount kissed the wall.

A talkative, peppery chap, the 30-year-old Sweikert was a colorful asset to the speed sport and there's little doubt but that he'll be voted into its Hall of Fame—and deservedly so. — MAURY POWELL.

Concours Scheduled At Bob Dalton's

The third annual Concours d'Elegance under the sponsorship of the Grand Prix Sports Car Association will be staged Sunday, July 1, 11 a.m. to 4 p.m. at Bob Dalton's Restaurant, 133 N. La Cienega Blvd., Beverly Hills.

Ed Ness, chairman, announced that over 60 cars will compete for honors. Reservations have been made for the display of sports cars from all points in the 11 western states.

Ness announced that along with the foreign cars there will be an unusual display of 15 antique "jewels" dating back to 1902 with the occupants in the clothing of the period.

Novel feature of this Concours will be the judging of fashions along with the magnificent foreign cars.

De Portago, in Ferrari, Wins Portugal Race

OPORTO, Portugal, June 17—The dashing and fearless Marquis de Portago of Spain, driving a Ferrari, won the Grand Prix of Oporto here today.

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• Checkered Flag

By Art Loring
Los Angeles Times Columnist

BIG DIFFERENCE IN EUROPEAN, U.S. ROADS—AND IN THE CARS!

THIS WRITER recently had the opportunity to drive several of Detroit's latest challenges to the so-called "sports-touring" leadership, theoretically held in these happy states by "furrin" imports.

Without identifying individual makes, it would be well to take an over-all look at the Yankee automotive *raison d'erte* as compared to the European and ponder.

In the first place the so-called sports car, a combination competition and workaday vehicle, is the child of evolution. Europe, while picturesque and a wonderful place to visit, is still a minor portion of the over-all Eur-asian land mass and over-cluttered by nations and principalities. Roads, for the most part, are archiac, winding and meandering over hill and thru' dale.

Petrol is expensive. This means that cars have always had to be agile enough to negotiate the sharp crooks and crannies, have sufficient power with which to not only provide lively acceleration but also squeeze the absolute in usable mileage from every quart, liter or gallon of fuel!

AUTO PHILOSOPHY CHANGED IN MID-20'S

Overseas engineers have "evolved" their concoctions to meet these requirements of time, space and pocketbook. Cars have stiffer suspension, i.e., they squat down on curves, thereby enabling motorists to maintain 35 to 50 mile per hour cruising averages on the Old World "highways." The acceleration of the average British or European car is well-known and need not be dwelt upon at this moment. And, like the fabulous camel, most of 'em can go and go and GO on a minimum amount of fuel.

On the other hand, this country's automotive philosophy changed circa the middle of the "roaring twenties" when highway and by-way construction, needed primarily by Detroit car-makers AND customer-drivers, began to move in straight lines. For the past 30 years American highways have been constantly straightened and widened.

Whereas British and continental roads have marked time (with the possible exception of the German Autobahnen), U.S. national highways, state thoroughfares and even country hard-top roads are in a constant flux of being straightened and "multi-laned."

The problem confronting Yankee engineering has, therefore, been to produce vehicles that offer absolute operating reliability, plus comfort, plus an ability to maintain legitimate 60 mph cruising averages and still have sufficient "emergency-passing" acceleration so as to have self-survival agility while in operation at aforementioned "true" speed.

SO DRIVING BECOMES AUTOMATIC!

Because roads here are straighter and with a minimum of curvature, the emphasis has been on the "soft" ride, the development of "surge-ability" (torque) and, of course, all sorts of power-driven gadgetry with which to make driving well-nigh automatic!

Were our roadways, today, on a par with those of, say, 1925, Detroit iron would have continued to progress a la Jag, Mercedes, Ferrari, Rolls and what-have-you. But they are not. And that is the point.

The American family car is, admittedly, monstrous when compared with the European version. The Yankee engine is huge, heavy and does not yield the power per cubic inch of volumetric area with which, par example, a "furrin" plant does. BUT—and this is something to keep in mind—gas is cheaper here: the American "iron" can carry a driver plus five, even six passengers, a mountain of baggage and it will go and go and GO—with a minimum of "garage-itis." When it comes to rugged durability and dependability the domestic six-in-line or V-8 does not have to yield to anything made on either sides of the iron or bamboo curtains!

What, you may now ask, has all of the afore going to do with the Detroit version of the "sports-touring" types! Simply this: full-power steering, in this writer's opinion, is a dangerous thing for highway, high-speed cruising. So-called "power brakes" which are, actually, a power assist for the application of conventional brakes, is even more dangerous. Detroit has begun to pack engines with extra power, lighten certain "touring" bodies and stiffen shocks and suspension in order to provide a flat, sportster-type, low-incident-of-roll cornering ride.

DETROIT LOUSES UP THE DETAIL

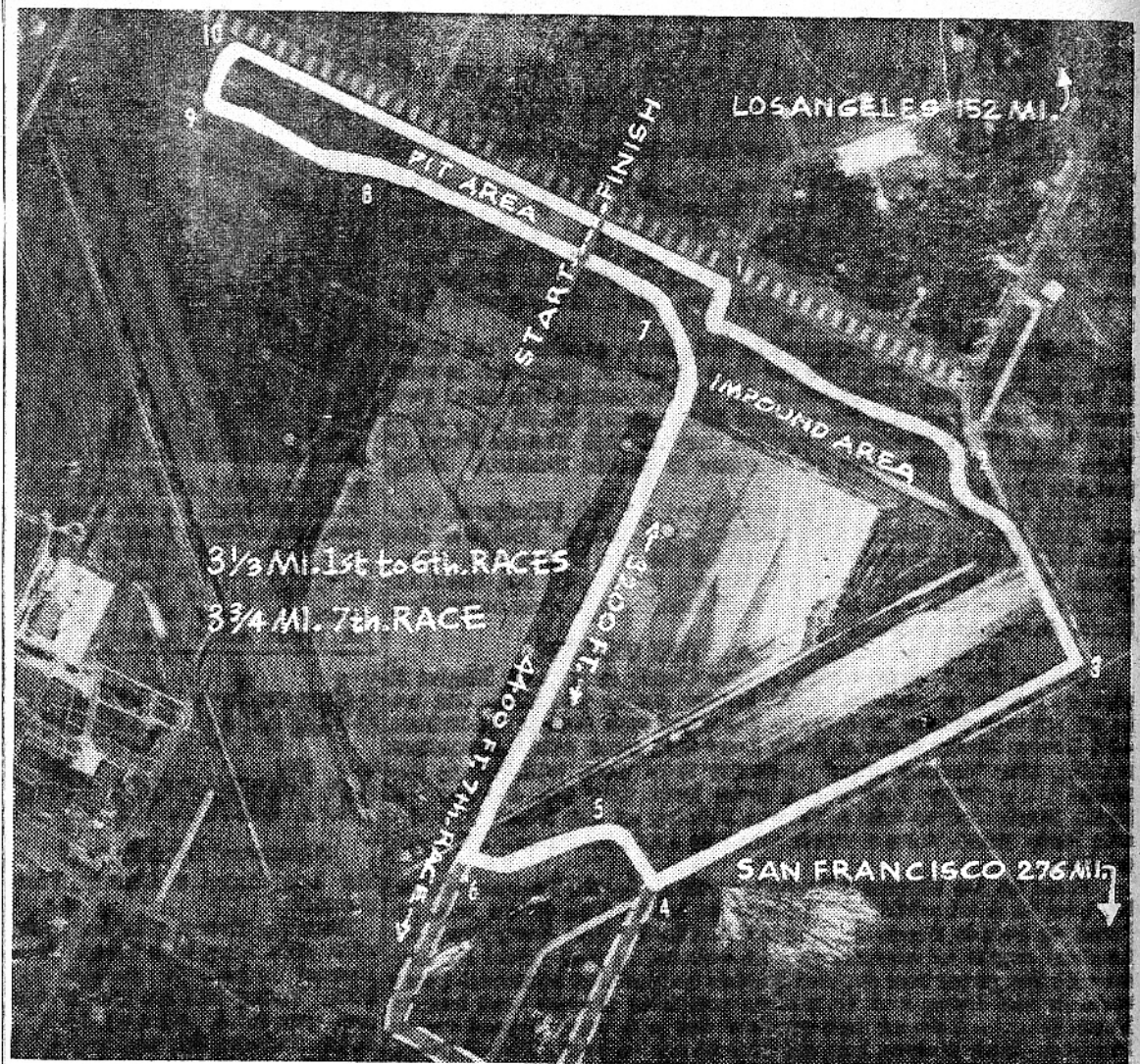
And then what happens? Detroit louses the detail by tossing in the aforementioned power-steering which, in the writer's opinion, is not only too sensitive but precludes any proper "straight-line" control. It further compounds a potential disaster by tossing in the "power brakes." Ah—THAT'S a stroke of genius alright! Picture the following: A Slushomatic V-8, 300-plus HP bomb equipped with "power" assists tearing along the highway at a smooth, silent 90 actual mph. An emergency looms. The driver twists his power assisted wheel. Simultaneously he hits the "power" brake applicator.

As the front wheels of the big job turn at right angles and begin to buckle under the thrust of inertia, the power brake applicator slams the shoes against the drum, producing fantastic heat which, in turn, means "fade"—And thus, as the car is ready to perform a combination roll and loop, the brakes have faded anyway, so the driver, unable to stop in any event, is a cinch to become a statistic regardless of which or how—!

It's unfair for a columnist to carp without offering suggestions: so here goes! Power steering is wonderful for traffic and parking operations. Okay—give the buyer a gadget wherein he can "cut in" power steering for city and parking use and "lock it out" when an absolute wheel-feel is vital as is the case in cross-country cruise. Cut out the power brake applicator. Instead, develop better heat dissipating metal alloys for brake drums AND PROVIDE THRICE THE PRESENT AMOUNT OF BRAKE LINING SURFACE!

As for the stiffer-suspension and lower-cornering-roll routine: it's great boys, keep it up but don't go overboard—remember the average Detroitster does not have to be a road racer in order to make it at a spirited clip from point A to B. This is NOT Europe!

Santa Maria Road Race Course



7 Races at Santa Maria Airport

(Continued from Page 1)

and modified cars under 1500cc, women's race and Formula III, and production and modified cars over 1500cc.

The action starts at noon Sunday. There will be three races—modifieds under 1500cc, production cars in all classes, and the big-bore for modifieds.

The 3200-foot straight for the first six races will be lengthened to 4400 feet for the finale. The course has 10 turns.

Entries include Mel Allen, Cor-

vette; Sterling Edwards, Ferrari; Eldon Beagle, Porsche Spyder; Bob Plass, FMG-Mistral; Terry Hall, Porsche Carrera; John Timanus, Lotus MG, and Chuck Porter, in his new Mercedes-Benz 300 SLS.

AUSTIN OUT

Jerry Austin had planned to race his D-Jaguar. He will sit this one out, however, since the car blew up last week at Pomona.

A fashion show will be combined with the race card when Phil Rose of California presents his new line of sports car clothes at a Saturday night dinner dance at Santa Maria Inn and at a Sunday night Victory dinner at Rick's Rancho.

Cary will host a cocktail party, July 6, between 6 and 10 p.m. at Matteis Motor Hotel, which can be reached by turning off at Santa Barbara over San Marcos Pass to Los Olivos.



Sex Hi School Harry: "Oh yes, I drive REAL fast!"

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• The Inside

By Flavio St. Germain

BEAUMONT HITS DUKE, CAL CLUB
AS FLAVIO TAKES A SHORT NAP

"If a writer is so cautious that he never writes anything that cannot be criticized, he will never write anything that can be read. If you want to help other people, you have got to make up your mind to write things that some men will condemn"—THOMAS MERTON.

TALK ABOUT luck, Gus, just when I'm feeling lazier than a hound dog at high noon on an August afternoon in Chittlin Switch, Ga., that peerless purveyor of the written word, Chuck Beaumont, has taken up the cudgel and gone on the prowl for the Duke and the Cal Club. So for this trip at least you'll find me still at the starting line but with Chuck, an artful aficionado, leading the pack in search of a holed Duke and a treed Cal Club. Here's Chuck—

Leave "The Duke" pummel his serrated brow no further, at least regarding one question. Most of the Bakersfield spectators were aware . . . that attempts were being made right up to the start of the race to find a technicality on which to eliminate the D-Jag driver who finally won Saturday's main bout, lack of sports car experience and all. And they were aware because I and a group of enthusiasts made them aware, through our persistent efforts to spread the word. "Letting a green kid go out there in a D-Jag," we said, to anyone unwary enough to allow himself to get collared, "is like handing a machine gun to a cretin."

Afterwards, of course, some wisenheimers ankled over with sickly smiles pasted on their mugs. "Hey," crowed they, "how d'ya feel now, huh, buddies? That guy you was so shook up about, y'know, all he did was just win the race, y'know! Ha-aaa!" By which we

were presumably to understand that our argument, *post facto*, was full of hot nitrogen, and that maybe we'd think twice before trying to get some "green kid" ruled off, in future.

Now "The Duke," an ordinarily loud charlatan, joins the wisenheimers with his smug wonderment; and an answer seems in order.

When I first heard that an untried youth of 23 was going to pilot one of the world's most potent race cars in the Bakersfield bout, I was appalled; so were all the others in and out of my immediate circle of friends. The reason for our attitude would scarcely seem to require elucidation, but for the Duke's benefit, it was simply this: Master Krause might drive a fine, sane, safe race, granted; but there was an equal chance that this unproven quantity might be a yo-yo, a species not unknown in the sport.

A MONSTROUS TASK

Now, being a yo-yo in a TR-2 or a Porsche or a Healey is bad enough, as we have seen: but being such behind the wheel of a D-type Jaguar is worse than bad, it is monstrous. Therefore, on the at least 50/50 possibility of Krause's falling into the Hot-Dog category, we began to make inquiries.

Did the kid have any experience? Some officials answered, "Nope, none that I know of!" while others mumbled uncertainly about "either stock car

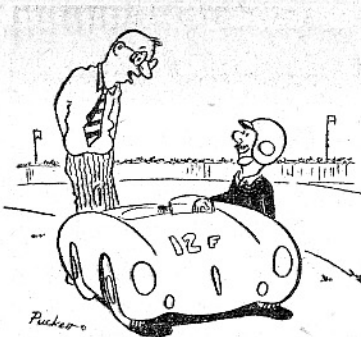
(Continued on Page 15, Cols. 1-2)

Top Stocks Duel In Sacramento

SACRAMENTO, June 27—Peter DePaolo, former '500' winner, will head the Ford Motor Company racing division technical crew in the pits at the California State Fair Grounds during the 100-mile NASCAR Grand National Circuit championship race for new passenger cars Sunday, July 8.

DePaolo will serve in the same capacity as Mauri Rose, Indianapolis racer, who is factory adviser for Chevrolet entries, and Ronnie Householder, former Indianapolis star, with Plymouth starters.

Drivers will include Jim Blomgren, Ed Pagan, Bob Haveman,



"I Always Wondered What You Sports Car Drivers Looked Like."

Fred Hunt and Sherman Clark.

Sprints will precede the feature. Time trials start at 1:30 p.m. and the trophy dash is set for 2:30. Tickets are available at the fair ground office.

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Atkinson Sets New Gardena Jalopy Mark

Art Atkinson won the 30 lap main jalopy event June 24 at Gardena Stadium and set a new track record for the distance—7:58.92.

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Rallye Roundup

By Buzz De Bardas

GOING ON A RALLYE? WELL HERE ARE SOME IMPORTANT POINTS

WELL, several months have gone by since we started this series on Rallyes. With the thousands of new MOTORACING readers, many must have missed our opening copy on how to plan for your first Rallye. Let us go back a bit.

The very first point to remember on your first Rallye is NO PLANNING at all, and, for gosh sakes, don't try to win. The equipment needed is simple—a sports car, a navigator (this is the person who sits next to you and reads the instructions), several pencils and a clip board. Remember, don't bother with a watch—this first trip out is just for the ride and getting the feel of the thing.

Most clubs will have information out on the starting time, date and place. Get there early, fill out an entry form, pay your entry fee (usually \$1.50 or \$2), and you will be assigned to a place in line. Each minute, a car will move out until it is your turn. As you depart, a set of instructions will be handed to your navigator. The instructions will include directions and speeds. Don't get lost and try to maintain the correct speed.

LET'S NOT BE SILLY

Don't make the silly mistake of following any old sports car. A story going the rounds is that of the new boys on a Rallye who followed an MG for several miles into the Lockheed parking lot, pulled alongside, and asked, "Is this the check point?"—and was answered, "No, I work here."

Another point to kick around is that a three-hour Rallye, starting at 9 o'clock, DOES NOT guarantee your arriving at home at 12 bells. You might end up 100 miles from home and need several hours to get back. If you must know when and where you will finish, phone the Rallye Master. About

the best answer you will get is that the Rallye will take three to three and one-half hours and will end about 10 to 15 miles from the starting place. Information like this is considered top secret and, if you get that much, consider the Rallye Master a kind person.

New folks wonder just how one should dress and act on a Rallye. A real safe bet on clothing is to always wear summer clothes, but remember to take along two sweaters, gloves, a wool hat, ear muffs and a leather jacket. Make sure the heater is working. Remember, it only takes three to three and one-half hours to travel from Los Angeles to Arrowhead but the temperature variation can be 100 degrees.

DEGREES OF MADNESS

Last but not least, how mad can one get if he gets lost or the Rallye instructions are a bit mixed up! Now, this is all a matter of degrees.

Stage (1) you can call the Rallye Master names, insult his wife and tell the world the club and all its members are blankety blank blanks. As long as you advise the Rallye Master later that, even though 99 miles of his entire Rallye were terrible, he did have one good mile in it, all is O.K.

Stage (2) includes all of the above, plus going home and writing a real nasty letter. You don't mail it, however, and this is O.K.

Stage (3) includes all of (1) and (2), except that you really do mail the letter. This is considered by all the very height of unsportsmanlike conduct.

One last point—do make sure you have checked, and know this may be a three-day Rallye, which is much longer than a three-hour one.

More next issue.

Buchanan Field Road Races Set

(Continued from Page 1)

and a pair of 550 Porsche Spiders, heads the list of Southern California entries that also include Ignacio Lozano, Lotus MG; Jack Douglas, D-Jaguar; Ron Pearson, for Leo Hirsh, Volvo; Betty Hirsch, Porsche Continental; and Bill Pollack, Corvette. Richie Gunther will pilot a Spyder for Von Newman.

There will be plenty of fireworks on tap for fans in the nearly 500 miles of sports car racing.

A full program of eight races, six events of 15 laps each on the 2.3 mile circuit and a pair of 33-lap features will be run. Novice and senior drivers will be handling cars from tiny 750cc production sedans to modified cars over 1500cc in the tests.

NEAR OAKLAND

Buchanan Field is located 15 miles east of Oakland and five miles north of Walnut Creek.

A 4,200-foot straightaway permits speeds of more than 130 mph for big cars, and 11 corners challenge skill and tax the cornering ability of all cars.

Some of the contestants who will vie for top honors are John Barneson of Lafayette, who won the main race at Santa Rosa last month in a thrilling finish by half a car length over Lou Brero of Arcata. He will pilot his Hagemann Special. Brero, his engine re-worked to get that "little extra," is eager for another go in his Cad-Kurtis.

Sammy Weiss, of Sacramento, will handle his Porsche 550 Spyder. Greg Teaby, of Monterey, pilots his potent Jag; Bob Gillespie, Tiburon, drives his rejuvenated Chevrolet-engine Maserati. Bob Cole of San Rafael handles Rusty Hyde's Triumph TR-3.

The husband and wife team of



NIFTY GARB—Model shows latest sports car ensemble, which will be introduced at Santa Maria road races, July 7-8. Newest line of sports car attire will be shown by Phil Rose of California.

James and Marion Lowe from Santa Cruz, in their Frazer-Nashes and Lou Keller of Martinez, in his Siata, will be fighting for Class E honors.

Gordon Swett's DKW will be driven by Brad McNutt for Class G honors. Dr. George Snively, between his duty as course physician, handles his Austin-Healey.

BRERO TEAM RACES

The junior partner of the team of Brero and Brero, whose driving technique improves with every race, pilots his MG. The marque of Arnolt Bristol will be driven by G. Scott Baxter, Los Gatos. Chick Leson, Lafayette,

Truth is as impossible to be soiled by any outward touch as the sunbeam.

—MILTON.

goes in his shiny white Mercedes 300 SL.

Buchanan race queen is 19-year-old Carol Yale, Martinez, a pretty brown-haired coed selected by the Pleasant Hill Jaycee Race Committee to reign over the races.

Proceeds go for a proposed community center to be built in Pleasant Hill, and also for the local Jaycees' many other youth-welfare projects.

Hawthorne, Collins Win Monza Classic

MONZA, Italy, June 24—Mounting a Ferrari, Mike Hawthorne and Peter Collins today won the 621-mile Monza sports car road racing classic. They sprinted into the lead at the start and maintained it thereafter.

Another Britisher, Stirling Moss, was runner-up teamed with Italy's Cesare Perdisa, piloting a Maserati.

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LOTUS-CLIMAX. Delivered November, 1955. 5 firsts. 3 seconds. Class G, in 9 starts. De Dion rear. Turbo brakes. Borrani wheels. Arrival of '56 Lotus forces sale. Will consider good non-competition sports car in trade. Cash adjustment either way. Freutel. SY 9-5512 or MI 2611.

8x10 PRINTS AVAILABLE, order only, of any of the Jimmy Dean pictures which have appeared in back issues of MOTORACING. \$1 each. Send to Box D, MOTORACING, 725 N. Western Ave., Suite 14, Los Angeles 29, Calif.

1956 PORSCHE CARRERA COUPE. Sahara Beige, radio, 2800 miles. \$4950. 1956 GHIA VOLKSWAGEN. Epperschnapper heater, Judson supercharger, Offenhauser tachometer, 1157 miles. \$2900. Kenneth Bergan, 1614 7th St. So., Fargo, N. Dakota.

ALLARD J2X. Full Ardun, immaculate. Also Scintilla Vertex Mag for late Ford Flat-head. Carl Thompson, 2055 Avila Court, La Jolla, Calif.

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COOPER MARK 9, 2 engines just rebuilt to meet specifications. 1—SOHC both Nortons. New tires, custom light trailer, numerous sprockets, spares, tools. John A. Hudson, Jr., 812 Sixth St., Bremerton, Wash.

1956 PORSCHE 1500 Super Speedster. 5100 miles. Best offer. Ventura Lupo, 758 So. Monroe St., San Jose, Calif. CH 3-4201.

FIVE CHANGEOVER 5.50 X 15 Dunlops \$100. Write Box X MOTORACING or call CR 6-7165.

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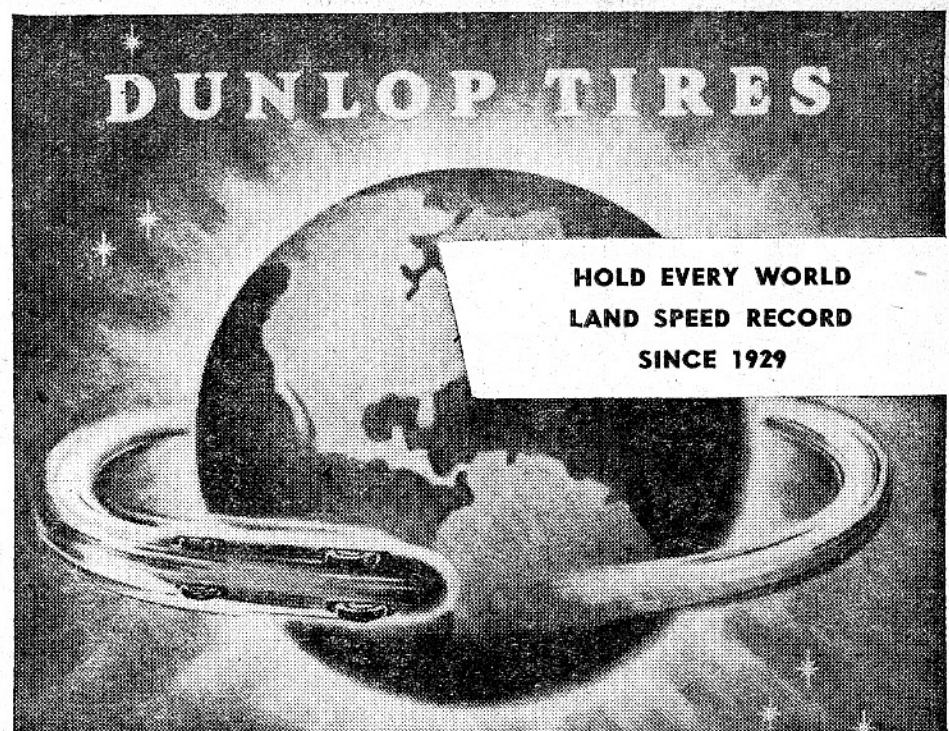
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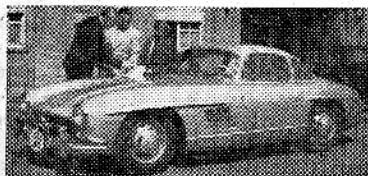
By W. Robert Nitske

MASERATI OUTDOES FERRARI IN PARIS; HILL TAKES 5TH

PARIS, FRANCE. — Although the 1,000 Kilometers de Paris, held at Montlhery, June 10, did not count toward the 1956 sports car championship, the Paris event was nevertheless of championship caliber. Rain, as often here at this time of year, spoiled some of the appreciation of the fine race, but it was still an exciting day at Montlhery.

It seems that a distance of 1,000 kilometers has become the standard event for sports cars. The Buenos Aires, Nuerburgring, and the coming Supercortemaggiore Grand Prix at Monza, are the other three such events. The 2-hour Sebring and Rheims and the 24-hour Le Mans events are, of course, considerably longer than these races of approximately six-hours-plus duration.

The Montlhery road circuit is 4.83 miles long and had to be covered 129 times. Two long



MOTORACING WRITER W. Robert Nitske takes delivery of new Mercedes-Benz at the Stuttgart factory. The 300SL drew raves during the Nitskes European tour. Inspecting documents are Fuerst von Urach, Nitske and Mrs. Nitske.

straights and a portion of the fast track make it a speedy circuit.

LOTS OF FERRARIS

Ferrari was well represented with Harry Schell-Jean Lucas, Trintignant-Picard, Pilette-Milhoux, de Portago-Phil Hill and Megret-Munaron. Fangio and Castellotti and some of the others were not there. Hawthorn was listed to drive, but did not appear. The Maserati stable included Jean Behra-Louis Rosier, and Landi-Gerini; Moss did not drive. His car, which had won at Buenos Aires and Nuerburgring, was driven by the Behra-Rosier team, again to a victory over the horde of Ferraris.

The earlier Maserati victories had taken some of the luster off the Ferrari championship laurels and this Paris event was a repetition of other events in that respect. The expected duel between the two makes of Italian-red cars materialized. An Aston Martin, driven by Ken Wharton-Tom Kyffin, was no match for the superior road-holding Italian machines. It re-

tired after three hours with a damaged gear box. A 3-liter Gordini, driven by Manzoni-Guelfi, retired after a hundred laps.

The showing of the 2-liter Gordini and the 1.5-liter German AWE was remarkable until the cars retired.

BEHRA TAKES LEAD

Behra took an early lead, followed closely by Trintignant. Then came Schell, de Portago, Manzoni, Pilette, de Silva Ramos (Gordini) and Barth (AWE).

After 50 laps it was Behra-Rosier, Schell-Lucas, Trintignant-Picard, Manzoni-Guelfi, de Portago-Hill, Pilette-Milhoux, Landi-Gerini, Wharton-Kyffin.

Then, "l'Americain Phil Hill bat le record du tour." That started the wheels really turning. Hill had driven the lap at 157.26 kilometers per hour. To show that he could do it, he bettered this record SIX times! His best time was over 160 kph. Then Harry Schell drove it at 161.34. Jean Behra took the lap at 162.46 km/h; and finally, in the 105th lap, he drove it at 163.025 kilometers per hour!

On the next to the last lap Behra bettered his own record by driving the distance at an average of 164.848 kilometers per hour. And that was where the excitement of the entire race almost reached its highest point. He had already set a lap record and could have been content with that. Of course, Behra won the race. But during his complementary lap he ran out of fuel! It could have easily been five miles sooner and lost him the race.

The results were: Behra-Rosier (Mas), 2. Schell-Lucas (Fer), 3. Trintignant-Picard (Fer), 4. Pilette-Milhoux (Fer), 5. de Portago-Hill (Fer), 6. Landi-Gerini (Mas), 7. Harris-Gothals (1.5 Porsche), 8. Rinen-Loyer (1.5 Gordini), 9. Veillet-Storéz (1.5 Por), 10. Thirion-Peducci (2 Ferrari).

The 40th Targa Florio was won by a 1.5-liter Porsche, driven excellently by Umberto Maglioli and Huschke von Hanstein. The 3.5-liter Ferrari of Castellotti went out after completing only one lap. Collins never got into the car to drive it. Gendebien had trouble with his Ferrari on the second lap, and Taruffi chased the little German car with his Maserati, but soon developed a leak and fell behind. Hanstein-Maglioli won at 90.77 km/h. 2. Cabianca (1.5 Osca), 3. Taruffi (Mas), 4. Gendebien (Fer), 5. Zampiero (M-B 300 SL).

FAMOUS NOVI AT WESTERN THEATER

One of the famous Novi racing cars that competed at Indianapolis will be on display in front of Western Theater, 39th and Western Ave., Saturday, July 7.

Starting July 5, films of the Indy 500 will be shown there, the hour-long movie telling the complete story of this sports spectacle from the garages to Victory Lane.

In addition, films of the '56 Pebble Beach road races and the Pomona Drag Championships will be screened. They are all in color.

Rigid Threats in Alpine Rallye

A team of four Sunbeam Rapier sports saloons has been entered for the 18th International Alpine Rallye July 6.

The crews, captained by Peter Harper, George Murray-Fraser, Jimmy Ray and Raymond Baxter, will be making the strongest Rapier attack on International rallye honors since the new model was introduced.

The rallye will take the competitors over a switchback route of more than 2,600 miles through the mountains of Southern France, Northern Italy and Yugoslavia.

This year's event will be fought out in six daily stages starting from Marseilles, going through Cortina to Zagreb and back again along a route which takes the drivers over some 40 mountain passes. There will be a series of special tests on the way, including a speed test at the Monza race track.

'Quotable Quotes'

"IT'S AWFULLY dark down here."—John Richardson, Glendale, (trapped when his Lincoln-Allard overturned in a ton of mud at the Bakersfield races.)

"Did the photographer (Lester Nehamkin) really get a shot of me picking my nose?"—Bruce Kessler, Beverly Hills (while posing for pictures in Aston Martin DB3S.)

"Right now they're stumbling. This proposed race is to be a road race, true, and Grand Prix TYPE cars will be competing, but it is not, and cannot be, a Grand Prix race. According to the rules laid down by the FIA there is one, and only one, Grand Prix race per country and this race has to be run under International Formula I. At the present time, the Indianapolis Memorial Day classic is considered the U.S. Grand Prix. Unfortunately it is not run under International Formula I, but is also a Formula Libre event with a maximum displacement set at 4 1/2 liters (274 cubic inches). Don't ask us why Indianapolis is classed as Grand Prix when they don't go by the existing formula. We don't know.—MOTOR LIFE (commenting on announcement by the proposed L.A. International Motor Raceway that USAC has granted it a sanction for the first American Grand Prix race in 20 years.)

"Have you noticed that there are two groups of drivers on city streets who invariably greet each other with a friendly wave and smile? These are sports car drivers and motorcyclists. Both groups are fighting in vain for equal rights on the road."—Gene Cannoy, Los Angeles Examiner.

"As predicted in this column a week ago, Pearce Woods captured top honors at the Bakersfield race Sunday. As predicted here, the event also was short on entries (only 163) and short on spectators (only about 7,000). The hot winds blew and the sun baked down unmercifully on a relatively unenthusiastic event, this time sponsored by California Sports Car Club and the Kern County SCC."—Chuck Eastman, Valley Times.

"The stunning death at Pebble Beach of Ernie McAfee, the great competitor . . . brought home to the thousands of local fans the grim harvest of the track these days . . . Now, more races will be staged in this area in the coming months—including the big Labor Day weekend races here—and there is conjecture as to whether something can't be done to cut down the toll."—Dick Praul, Santa Barbara News-Press.

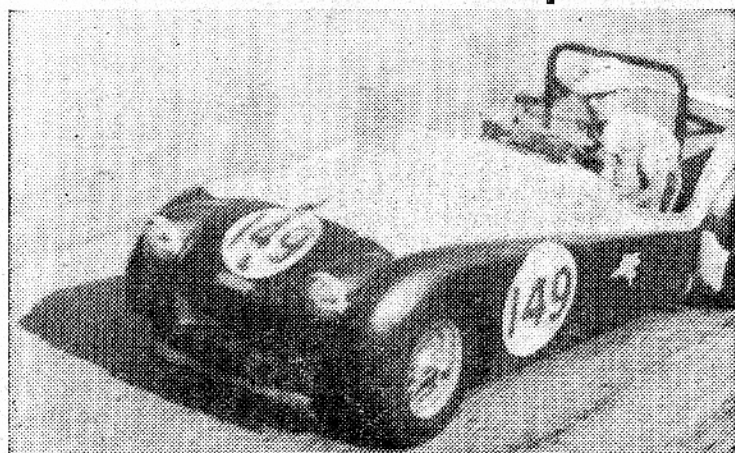
"Bill Murphy, never one to set the world on fire even though the car (Buick-Kurtis) can go, zipped around in the early laps under a full head of steam . . ."—Chuck Eastman, Valley Times (commenting on a recent race.)

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Out First With Trusty Morgan, Then With Nick Pastor's Triumph TR2



BOB OKER FADES ONE LAP BEFORE MAIN EVENT FINISH
Smooth Sailing—Then Throws Rod Through Block

Murphy Scores 2 Wins; Miles, Ginther Triumph

(Continued from Page 3)

a Porsche Spyder, and Bob Oker, driving Nick Pastor's Triumph TR2.

GINTHER GOES OUT

Ginther was seventh when he dropped out on the 18th, unable to check a nosebleed. He had been working too hard.

Oker threw a rod right through the block one lap before the finish. He was a real hard-luck kid, for on Saturday he was forced out in Ed Savin's famed Morgan with a broken tie rod.

Bob Drake also had tough luck with Frank Arciero's 2-liter Ferrari. He was getting everything possible from the car until he had to pit owing to a wobbly wheel. The wheel was changed in 45 seconds, and he returned to finish 12th and first in class E.

In the under-1500cc race for modifieds, Miles and Ginther almost duplicated their Saturday team performance, when Miles won by a fraction of a second. This time it was Ginther's turn and he made it by one second over Miles. It was team driving (for von Neumann) a la European, and the squares thought it was a real go both days.

This race saw W. R. Turner's Porsche tangle with a tree. His injuries were not serious. This could have been a bad one.

Handsome Terry Hall snared the Formula Libre in the Talbot Lago, and Mark Latker was the Formula III victor.

REAL THRILLER

There were genuine thrills in the whirl for production cars over \$3000 (yes, that's right) when Bob Drake repeated his Saturday victory over Rudy Cleye. They steered Mercedes-Benz 300SLs and had the fans on their feet.

The colorful Drake won by a fraction of a second on Saturday, his margin on Sunday was one second. With the exception of these two, the crowd paid little attention to anything else.

Skip Hudson took an exhibition race involving 10 Volkswagens. The thing was zingless.

The production cars under \$3000 race was snared by J. Lewis Spencer in a Morgan Triumph TR 2, and the opening consolation deal went to Howard Wheeler, OSCA MT4.

SATURDAY'S ACTION

Murphy captured the scramble for the over 1500cc modifieds. He shot into the first turn ahead of his 21 rivals and was never headed. He built up a considerable lead midway in the 14-lap go, later heeding pit crew signals to slow down.

Daigh's overmatched Merc Special came in 23 seconds behind, while closely bunched were Von Neumann, Ferrari Mondial, 35 seconds in arrears; Krause, D Jag, 36; and Austin, also D Jag, 37.

Possibly the best performance was turned in by the hard-driv-

ing Oker in Pastor's modified Triumph TR2, coming in 10th overall and third in Class D behind von Neumann and Evans, the latter in a Ferrari Monza.

Race 7 for stock sedans under 1500 at 10 laps went to Ron Pearson, who helped maintain the sensational record of victories for the Swedish-built Volvo. He charged into the corners fearlessly, the Volvo 444 responding to the test with nary a tire squeal. Its acceleration appeared to outclass its rivals. Marv Patchen and George Davis were second and third in Simcas. Ted Block, gunning a Renault 4CV, took H laurels while placing 6th overall.

HALL ON TOP

Running concurrently were the Formula III and Formula Libre jobs. Hall, Talbot Lago, was a smooth-going Libre victor ahead of Gordon Cooper, Alfa Romeo Nardi, by 72 seconds. Harry Morrow won the III race after Bruce Kessler, who'd been leading, was forced out by ignition trouble.

A tight battle developed in the under 1300cc modifieds between Jay Chamberlain and Charles Willis, the former finally eking out a .005 second win. Both drove Lotus Mark IXs. Lance Reventlow's cool, heady effort netted him third in a Cooper Climax.

In the 1300 to 1500 modifieds it was Miles and Ginther one-two aboard Porsche Spys. Miles forged ahead near the finish in what appeared to be a "team" deal.

In the production over 2700, Cleye's stretch drive fell short by .005, to Drake. That was the Mercedes duel.

Mary Davis took Drake's winning No. 225 and scored in the Ladies' Race over Ruth Levy's Porsche 1600.

Race 3 for productions 1500 to 2700cc was taken by Jim Parkinson, Austin-Healey.

ROBBIE PROTESTED

The 1300 to 1500 production dicer was captured by Dale Johnson in a Porsche Carrera, closely followed by Ed Barker, Porsche Speedster, and E. Forbes-Robinson, MG-A. The latter's car was protested and was torn down Saturday night. (SEE COVER PAGE.)

The opener for under 1300cc productions was a corking duel between Bill Pollack and Leon Miller in Alfa Romeo Spys, the latter winning out by .004 seconds.



VINCENT EVANS SPINS
No Harm—Arnolt Bristol Finished

COMPLETE POMONA

CALIFORNIA SPORTS CAR CLUB
(Compiled by LONG BEACH MG CLUB under supervision of DOUG BAILEY, Scoring Marshal. Data on non-finishers by MYRA JONES, Women's Sports Car Club.)

SATURDAY, JUNE 23

Race No. 1—Prod. under 1300cc. Time 20:00. Laps 11. Avg. 66.0. Miles 22.0

Pos.	Car No.	Sec.	Behind	Driver	Make of Car	F
1	151			Miller, Leon	Alfa Romeo Spy	1
2	4	:004		Pollack, Bill	Alfa Romeo Spy	2
3	62	:26		Lumkin, J. E.	MG TF	3
4	81	:27		Stone, Walt	MG TD	4
5	237	:34		Oddous, Jean	MG Mk II	5
6	207	:64		Taylor, Samuel	MG MKII	6
7	123	:79		Reed, John	MGTD	7
8	155	:89		Scurlock, Robt.	MGTD	8
9	128	:90		Lohrum, Frank	Alfa Romeo Spy	9
10	116	:91		Bowers, Clifton	MGTF	10
11	28	:96		Dredge, Steve	MGTC	11
12	220	:95		Clark, Eugene	MGTD	12
13	72	:96		Hanson, Gordon	MGTD	13
14	171	:100		Bonney, H.	MGTF	14
15	98	:108		Alf, John	MGTD	15
16	52	:110		Bench, Wm.	MGTD	16
17	53	1L:20		White, Art	MGTD	17
18	127	:26		Selover, Ed	MGTD	18
19	203	:35		West, Anthony	MGTD	19

Did not finish—14, Walker, Alan, MGTF, engine trouble; 118, Miller, Paul, MGTD, rod out; 129, Weimer, Karl, MGTD, threw rod; 141, Sinclair, Sandy, MGTD, hit a spinning car; 154, Bagley, John, MGTD, dropped rod; 226, Snider, John, MGTF, spun, hit by another car.

Race No. 2—Prod. 1300 to 1500cc. Time 20:22. Laps 12. Avg. 70.66. Miles 24.9

Pos.	Car No.	Sec.	Behind	Driver	Make of Car	F
1	86			Johnson, Dale	Porsche Carr	1
2	24	:02		Barker, Ed	Porsche Spdst	2
3	77	:05		Forbes-Robinson, E.	MG A	3
4	180	:38		Hills, Jay	Porsche Carr	4
5	176	:40		Hall, Terry	Porsche Carr	5
6	131	:41		Parkinson, Jim	MG A	6
7	105	:66		Dillaway, Geo.	MGTF	7
8	170	:98		Dixon, John	MG A	8
9	165	:103		Cooper, Cam	MG A	9
10	82	1L:01		Moore, Jimmy	Porsche S.Sp	10
11	175	:18		Schulman, Robt.	MG A	11
12	161	:21		Curland, Mel	MG A	12
13	57	:24		Turner, W. R.	Porsche S.Sp	13
14	178	:45		Chaffee, Jim	MGTF	14
15	94	:47		Seeger, Paul	MGTF	15
16	120	:52		Nicholas, Frank	MG A	16
17	193	:57		Shutes, Betty	Porsche Cont.	17
18	177	:57		Hart, Ronald	Porsche Spd	18
19	122	:57		Martin, John	Singer	19
20	20	:84		Patton, Robt.	Porsche Am	20
21	115	:86		Sampson, Thomas	MGTF	21

Did not finish—36, Spitz, Salem, MGA, hit can and blew tire; 84, Dough-kess, Wm. MGTF, threw rod; 144, Dredge, Wm. Singer, black flagged for leaking gas.

Race No. 3—Prod. 1500 to 2700cc. Time 20:00. Laps 12. Avg. 72.0. Miles 24.0

Pos.	Car No.	Sec.	Behind	Driver	Make of Car	F
1	79			Parkinson, Jim	A-H	1
2	96	:01		Gurney, Dan	Porsche S.Sp	2
3	25	:15		Jackson-Moore, R.	A-H	3
4	331	:16		Shipman, Richard	A-H	4
5	90	:40		Chartier, Dick	A-H LeMans	5
6	113	:49		Bracker, Lew	Porsche S.Sp	6
7	253	:58		Levy, Ruth	Porsche 1600	7
8	252	:60		Spears, Geo.	Porsche S.Sp	8
9	444	:61		Hayward, Dick	Siata Fiat	9
10	174	:63		Shillam, Dennis	Porsche S.Sp	10
11	145	:74		Spencer, J. Lewis	Morgan TR-2	11
12	67	:75		Dixon, Bill	Siata Fiat	12
13	191	:82		Wilson, Robt.	A-H	13
14	58	:85		Trukke, Hayes	Morgan Plus 4	14
15	196	:87		Smith, Colin	A-H LeMans	15
16	192	:99		Wilson, Tom	A-H	16
17	199	1L:11		Bird, Tracy	Porsche 1600	17
18	168	:12		Breskovich, Jack	A-H	18
19	68	:30		Evans, Vincent	Arnolt-Bristol	19
20	200	:44		Bell, Victor	A-H	20
21	60	:59		Hart, Thomas	A-H	21
22	31	:64		Benson, James	TR-2	22
23	162	2L:09		Ramberg, Geo.	A-H	23
24	43	:10		Crowder, Gord.	Porsche Speed	24
25	125	:17		Snell, Robt.	TR-2	25
26	148	:54		Henry, Ervin	A-H	26
27	247	:62		Seflin, Arthur	Porsche 1600	27
28	204	:102		Hulet, Don	TR-2	28
29	23	3L:101		Mayer, Harvey	TR-3	29

Did not finish—19, Bondurant, Robert, Morgan; 22, Bloemendaal, Gil, Austin-Healey 100S; 27, Levitt, Dan, Morgan, 2 rocker arms & push rods broken; 46, Geslin, Jean, Porsche Su. Sp., blew oil pressure switch; 59, Oker, Bob, Morgan, broken tie rod; 110, Alcazar, Chuy, TR3, no oil pressure.

Race No. 4—Prod. over 2700 cc. Time 20:50. Laps 13. Avg. 74.85. Miles 26.0

Pos.	Car No.	Sec.	Behind	Driver	Make of Car	F
1	225			Drake, Bob	Merc 300SL	1
2	12	:005		Cleye, Rudy	Merc 300SL	2
3	136	:28		Settember, Tony	Merc 300SL	3
4	83	:39		Peterson, Jim	XK120MC	4
5	106	:52		Pollack, Bill	Corvette	5
6	38	:76		Bates, Jack	Merc 300SL	6
7	69	:90		Weller, Bob	XK140MC	7
8	103	:93		Critchlow, Ces	XK120M	8
9	137	:98		Colombero, Sec.	Merc 300SL	9
10	88	1L:07		Peterson, Ralph	Corvette	10
11	277	:26		Bare, Howard	Corvette	11
12	78	:27		Jones, Harry	Merc 300SL	12
13	39	:53		Will, Robt.	XK120M	13
14	249	:64		Hirsh, Stuart	XK140MC	14
15	108	:75		Givens, Harry	XK140 MC	15
16	147	:77		Cleaver, Frank	XK120	16
17	347	:81		Catron, Joe	XK120	17
18	35	2L:16		Phillips, Ralph	XK120M	18
19	64	:50		Richardson, Leo	XK120M	19
20	183	4L:59		Chamberlain, Jay	Corvette	20

Did not finish—5 McClure, Richard, Jaguar XK140MC, overheated; 10, von Kaesborg, Lek, Mercedes 300SL, valve tappet came off; 80, Jim Matthews, Jaguar XK120, oil pressure dropping; 148, Robinson, John, Jaguar XK120M, clutch exploded; 182, Rackohn, Cliff, black flagged, Jaguar XK120M.

Race No. 5—Ladies' Race. Time 18:55. Laps 11. Avg. 69.9. Miles 22.0

Pos.	Car No.	Sec.	Behind	Driver	Make of Car	F
1	225			Davis, Mary	Merc 300SL	1
2	253	:02		Levy, Ruth	Porsche 1600	2
3	97	:29		Scott, Linda	MGTD	3
4	108	:83		Givens, Carol	XK140MC	4
5	95	:86		Sims, Virginia	TR-3	5
6	231	1L:01		Hoppe, Hildreth	A-H	6
7	200	:06		Fischall, Joan	A-H	7
8	196	:14		Cochrane, Adu	A-H LeMans	8
9	193	:25		Shutes, Betty	Porsche Cont.	9
10	19	:26		Bondurant, Jackie	Morgan plus 4	10
11	190	:37		Wilson, Ethel	TR-2	11
12	164	:39		Bishop, Mary	Crosley Sp.	12
13	237	2L:73		Taylor, Nora	MG MKII	13

Did not finish—110, Alcazar, Pat, TR3, rod bearing chewed, head gasket leaking. 167, Peters, Jinx, Austin-Healey, lost water.

Race No. 6—Mod. under 1300cc. Time 20:19. Laps 13. Avg. 76.8. Miles 26.0

Pos.	Car No.	Sec.	Behind	Driver	Make of Car	F
1	152			Chamberlain, Jay	Lotus MK IX	1
2	261	:005		Willis, Chas.	Lotus MK IX	2
3	16	:07		Reventlow, Lance	Cooper Climax	3
4	55	:37		Freutel, Ed	Lotus MK VI	4
5	114	1L:12		Bucklein, Stan	Nicholas Panhard	5
6	142	:25		Miller, Don	Crosley Sp.	6
7	160	:26		Brigham, Robt.	MGTF	7
8	39	:37		Boyd, Ed	MGTD Sp.	8
9	125	:52		Brauer, Don	MGTC	9
10	164	:53		Bishop, Noble	Crosley Sp.	10
11	75	:71		Stevens, Ardun	DB Panhard	11
12	65	:78		Wilder, Jack	Nicholas Panhard	12
13	333	:82		Smith, Dave	Moretti Berlin	13
14	87	:100		Holbrook, Robt.	Crosley Sp.	14
15	87	:103		Greenway, Jack	MGTF	15
16	61	:112		Boone, Wm.	DB Panhard	16
17	166	2L:16		Wilson, James	MG MKII	17
18	111	:50		Landaker, Hal	Fiat H-D	18
19	157	3L:98		Jamieson, Tom	Sinca Crosley	19
20	92	10L:54		Betes, Manuel	Bates & Sief, Sp.	20

Did not finish—15, Peterson, Jim, Panhard, developed Charley Horse in right leg, couldn't shift from third—engine overheated; 73, Peron, Perry, Panhard, swallowed valve; 74, Moretti, Malcolm, Crosley, lost oil pressure; 158, Peterson, Walt, Crosley, broken crank; 163, Shillreff, G. H., AH100, hooked oil line on back stretch, lost oil.

Race No. 6A—Mod. 1300 to 1500cc. Time

Pos.	Car No.	Sec.	Behind	Driver
1	50			Miles, Ken
2	211	:005		Ginther, Richie
3	244	:81		Raville, Clarence
4	56	:86		McHenry, Troy
5	160	:88		Porter, John
6	109	1L:36		Donner, Bob
7	26	:85		Kerns, Alan
8	97	:89		Scott, Wm.
9	34	:91		Pattison, Bob
10	132	:94		Oswalt, R. W.
11	41	2L:17		Timanus, John
12	153	:21		Chamberlain, Robt
13	159	:78		Escherich, Wm.
14	107	:87		Bratton, Robt.
15	8	4L:96		Miller, Dusty

Did not finish—Wheeler, Howard, W. R., Porsche Spyder, hit can someone linkage; 42, Richards, Jerry, MG Spl., ov rod bearing; 63, Lozano, Ignacio, Lotus Hanford, Harry, Lotus MGK VI, wrong tion, not enough go; 119, Plass, Robert, M

Race No. 7—Stock sedans under 1500cc. Ti

1	71		Pearson, Ron
2	210	:23	Patchen, Marvin
3	45	:63	Davis, Geo.
4	123	:106	Kauer, James
5	140	:115	Hardy, Lyle
6	259	1L:03	Block, Ted
7	44	:10	James, John
8	217	:39	French, Wm.
9	37	:118	Newitt, T.
Did not finish-179			Yellow, Otis V.

ROAD RACING CHARTS

Time 19:55. Laps 13. Avg. 78.4. Miles 26.0.

Class Position

Make of Car	F	H
Porsche Spy	1	
Porsche Spy	2	
MGTC	3	
Porsche Spy	4	
Porsche Spy	5	
Porsche Spy	6	
MGTD	7	
MGTD	8	
Randolph Sp.	9	
MG Mod.	10	
MG VIII Lotus	11	
MGTC	12	
Lotus MK IX	13	
MGTF	14	
MG Sp.	15	

ard, OSCA Mt4, lost clutch; 30, Turner, someone had hit onto course, broke steering pl., overheated; 54 Monise, Frank, MG Spl., Lotus MGK IX, hit by another car; 117, wrong gears in back end, too much acceleration; MG Sp., float bowls too high, fouled out.

Occ. Time 19:38. Laps 10. Avg. 61.2. Miles 20.

Make of Car	F	H
Volvo 444	1	
Simca Aronde	2	
Simca Aronde S	3	
VW	4	
Hillman Husky	5	
Renault 4CV	6	
VW	7	

tis, VW, coil wire came off.

orm III. Time 19:32. Laps 12. Avg. 73.8.

Make of Car	F	L	III
Talbot Lago	1		
Alfa Romeo N.	2		
Cooper MK V	3		
Dane Tr	4		
Eliminator Sp.	5		
JAP Sp.	6		
Cooper MK IX, ignition switch failure; fuel pump trouble and then spun.	7		

ime 21:08. Laps 14. Avg. 79.5. Miles 28.

Make of Car	B	C	D	E
Kurtis Buick	1			
Mer. Sp.	2			
Ferrari Mond.	3			
Jag D	4			
Jag D	5			
Ferrari Monza	6			
Jag Sp	7			
Ferrari	8			
Sparks Bonney	9			
TR-2	10			
Allard J2X	11			
Osca	12			
Merc. 300SL	13			
A-H	14			
A-H	15			
A-H	16			
TR-2	17			
Doretti TR-3	18			
Fraser Nash	19			
Victress Buford	20			
MGTF	21			
Aston Martin	22			
Joe, Austin-Healey, clutch.	23			

JUNE 24

Time 20:24. Laps 12. Avg. 70.6. Miles 24.

Make of Car	C	D	E	F	G	H
OSCA MT-4	1					
Porsche Spy.	2					
Morgan plus 4	3					
A-H-100S	4					
Merc. 300SL	5					
Arnold-Bristol	6					
Betes & Sief. Sp	7					
XK140MC	8					
Lotus MG MK VI	9					
XK120	10					
Porsche Cont.	11					
MG TF	12					
DB Panhard	13					
MG A	14					
MG MK II	15					
MGTF	16					

Time 30:28. Laps 18. Avg. 70.85. Miles 36.

Make of Car	D	E	F
Morgan TR-2	1		
MG A	2		
Alfa Romeo Spy.	3		
Morgan plus 4	4		
MG A	5		
TR-2	6		
MGTF	7		
MG A	8		
TR-3	9		
MG A	10		
MG A	11		
MG A	12		
MG A	13		
MG MK II	14		
MG MK II	15		
MGTC	16		
MGTD	17		
A-H	18		
MGTD	19		
MGTD	20		
Singer	21		
Porsche Spd.	22		
Porsche Amer.	23		
MGTD	24		
MGTF	25		
MGTF	26		
MGTD	27		
MGTD	28		

as, broken fuel line; 115, Sampson, n-Thomas, MGTF, seized piston; 146, is-Henry, Gil, AH, lost second gear; ce, 151, Miller, Leon, Alfa Romeo Giulietta, windshield shattered; 168, Bres-H, kovich, Jack, AH, burned plugs.

e. Time 12:30. Laps 6. Avg. 57.5. Miles 12.

Make of Car	C	D	E	F
VW	1			
VW	2			
VW	3			
VW	4			
VW	5			
VW	6			

Time 30:06. Laps 19. Avg. 75.8. Miles 38.

Make of Car	C	D	E	F
Merc. 300SL	1			
Merc. 300SL	2			
XK120MC	3			
Corvette	4			

Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Position
5	103	64	Critchlow, Ces	XK120M	3
6	96	70	Gurney, Dan	Porsche S. Sp	4
7	69	94	Weller, Bob	XK140MC	4
8	331	1L:11	Shipman, Richard	A-H 100S	3
9	25	17	Jackson-Moore, R.	A-H LeMans	4
10	444	25	Hayward, Dick	Siata Fiat	2
11	86	26	Johnson, Dale	Porsche Carr	5
12	88	35	Peterson, Ralph	Corvette	5
13	90	36	Chartier, Dick	A-H LeMans	5
14	113	37	Bracker, Lew	Porsche S. Spd	3
15	252	38	Spears, George	Porsche S. Spd.	4
16	24	39	Barker, Ed	Porsche Spd.	2
17	180	45	Hills, Jay	Porsche Carr	3
18	253	50	Levy, Ruth	Porsche 1600	5
19	67	58	Dixon, Bill	Siata Fiat	6
20	39	65	Will, Robert	XK120M	6
21	277	66	Bare, Howard	Corvette	7
22	22	75	Blomendaal, Gil	A-H 100S	6
23	249	76	Hirsh, Stuart	XK140MC	8
24	82	2L:40	Moore, Jimmy	Porsche S. Sp.	4
25	176	56	Hall, Terry	Porsche Carr	5
26	200	71	Bell, Vic	A-H	7
27	64	3L:6	Richardson, Leo	XK120M	9
28	48	5L:43	Crowder, Gordon	Porsche Spd	7

Did not finish—38, Bates, Jack, Mercedes 300SL, oil pressure dropped, left rear brake locking; 174, Shillam, Evans, Vincent, Arnolt Bristol, hit hay bale; 79, Parkinson, Jim, Austin gas; 199, Bird, Tracy, Porsche 1600, overheating, too new; 347, Catron, XK140MC; 136, Settember, Tony, Mer-Joe, Jaguar XK120, lost oil pressure.

Race No. 5—Mod. under 1500cc. Time 1:00:45. Laps 40. Avg. 79.0. Miles 80.

Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Position
1	211	1	Ginther, Richie	Porsche Spy	1
2	50	1L:28	Miles, Ken	Porsche Spy	2
3	169	25	Porter, John	Porsche Spy	3
4	159	58	Escherich, William	Lotus MK IX	4
5	261	82	Willis, Charles	Lotus MK IX	1
6	109	87	Donner, Bob	Porsche Spy	5
7	55	74	Feutell, Ed	Lotus MK VI	2
8	16	85	Reventlow, Lance	Cooper Climax	3
9	160	4L:94	Brigham, Robert	MGTF	6
10	114	93	Bucklein, Stan	Nicholas Panhard	4
11	97	5L:2	Scott, William	MGTD	7
12	153	81	Chamberlain, Robt.	MGTC	8
13	89	86	Boyd, Ed	MGTD Sp	9
14	142	100	Miller, Don	Crosley Sp.	1
15	41	6L:80	Timanus, John	Lotus MK VIII	10
16	65	99	Wilder, Jack	Nicholas Panhard	2
17	75	7L:41	Stevens, Ardun	DB Panhard	5
18	164	42	Bishop, Noble	Crosley Sp.	3
19	107	8L:23	Bratton, Robert	MGTF	11
20	126	10L:20	Brauer, Don	MGTC	12
21	32	12L:40	Holbrook, Robert	Crosley Sp.	4

Did not finish—7, Wheeler, Howard, Jack, MGTF, blew up engine; 92, OSCA, water pump trouble; 18, Miller, Betes, Manuel, Panhard, lost oil; 117, Dusty, MG Spec.; 30, Turner, Walt, Hanford, Harry, Lotus MK VI, scavenger oil pump plugged; 132, Oswalt, R. W., MG Spec., valve; 152, Chamberlain, Jay, Lotus MK IX, broken linkage; 244, Raville, Clarence, MG Sp.

Race No. 6—Form Libre, Form III. Time 18:07. Laps 77. Avg. 72.9. Miles 22.

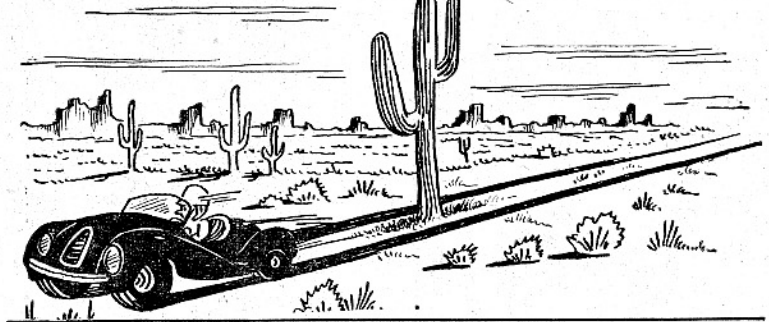
Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Position
1	276	1	Hall, Terry	Talbot Lago	1
2	104	30	Cooper, Gordon	Alfa Romeo N.	2
3	184	36	Livingstone, Frank	Eliminator Sp.	3
4	212	57	Latker, Mark	Dane Tr.	1
5	13	60	Black, Bill	JAP Sp.	2
6	101	1L:98	Morrow, Harry	Cooper MK V	3

Did not finish—2, Gager, Paul, Bruce, Cooper MK IX, broken pri-Trimax, threw clutch; 3, Kessler, Mary chain.

Race No. 7—Mod. over 1500cc. Time 1:00:25. Laps 41. Avg. 81.4. Miles 82.

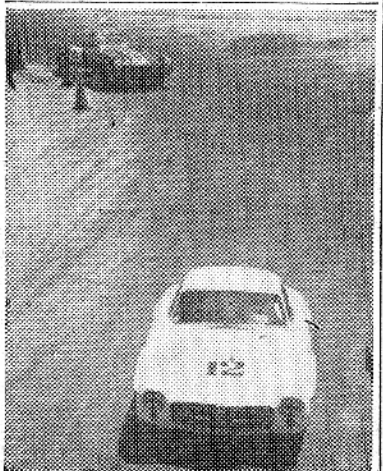
Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Position
1	6	1	Murphy, Bill	Kurtis Buick	1
2	130	23	Evans, Harrison	Ferrari Monza	1
3	150	32	Krause, Bill	Jag D	1
4	50	39	Miles, Ken	Porsche Spy	2
5	11	57	von Neumann, John	Ferrari Mond.	2
6	51	1L:93	Woodward, Fred	Jag Sp.	2
7	21	2L:75	Kingsley, Michael	Sparks Bonney	2
8	181	3L:38	Porter, Chuck	Merc. 300SL	3
9	135	40	Ives, Ennals	Allard J2X	3
10	9	42	Friedauer, Bill	A-H 100S	6
11	102	4L:96	Eastman, Richard	A-H	5s
12	49	5L:37	Drake, Bob	Ferrari	1
13	124	70	Firestone, Jim	Fraser Nash LM	2
14	22	6L:20	Blomendaal, Gil	A-H 100S	6
15	359	7L:25	Binney, Bill	Doretti TR-3	3
16	100	9L:41	Allee, A & Erb, H.	A-H	7
17	173	12L:21	Seage, Richard	TR-2	4

Did not finish—1, Bell, Bumpy, Spl., lost oil into cockpit; 149, Oker, OSCA, overheated; 133, Austin Jerry, Bob, Tr2, rod through the block; 172, D Jaguar, rod went out, general shambles in engine compartment; 211, Ginther, Richie, Porsche Spyder, 138, Daigh, Chuck, Troutman Barnes nose bleed.



'DRIVE TO WORK'

When asked how they would use their shiny new automobiles, a large majority—71 per cent—of the surveyed new car buyers replied "drive to work." "Business travel" was mentioned by 42 per cent; and "drive children to school" by 16 per cent.



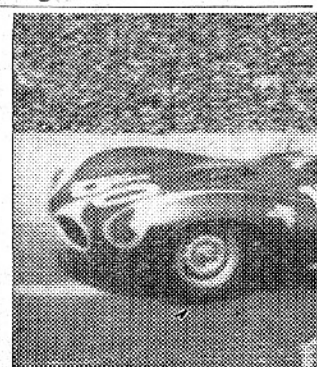
CLEYE LEADS DRAKE
But it Didn't Finish That Way

VITAL STATISTICS

Vital statistics of the typical new car buying family show:

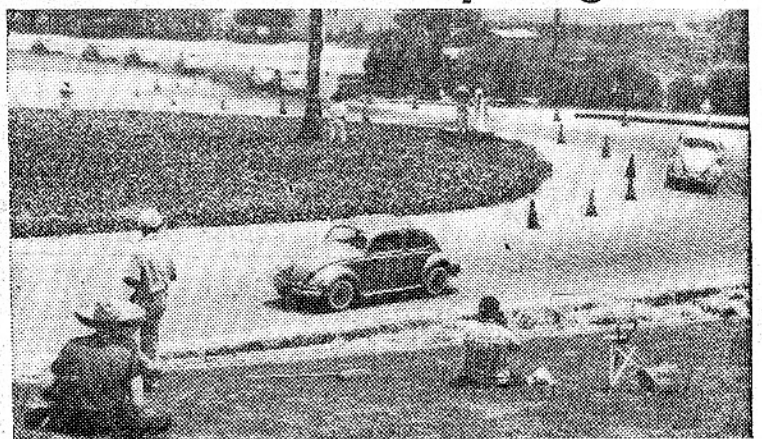
Average number of family members is 3.4. Fifty-five per cent have children under 18. Forty-seven per cent have college-trained members.

Seventy-four per cent own their homes, and the same percentage have garages. Almost 36 per cent of the total have two-car garages.



RUGGED DUEL BETWEEN BILL KRAUSE (150) AND KEN MILES
Most Interesting Feature of Pomona Main Event

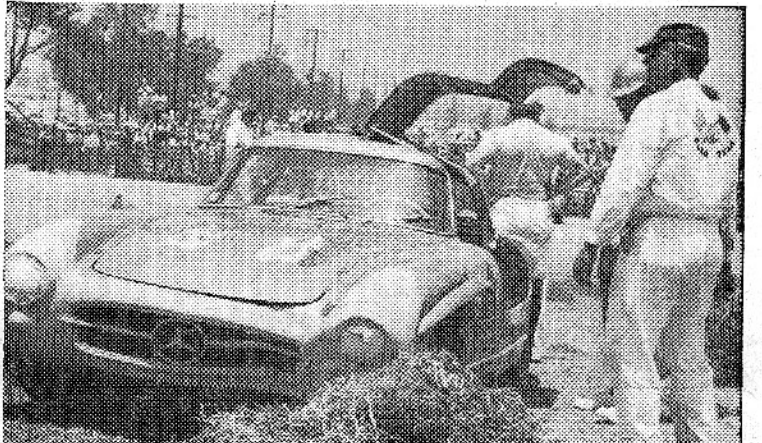
Pictorial Highlights from Pomona Road Races at County Fairgrounds



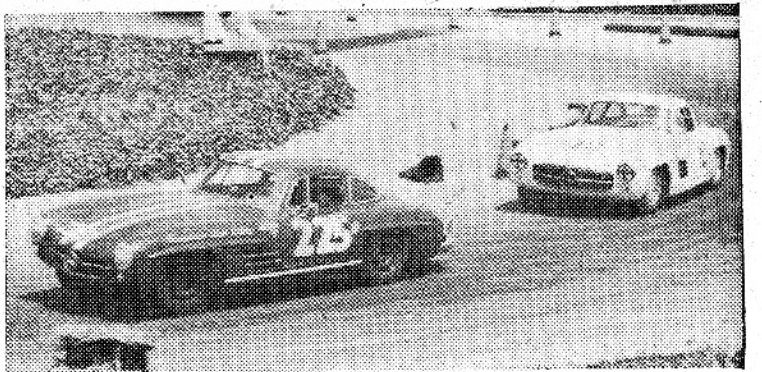
VOLKSWAGENS AS FAR AS THE EYE COULD SEE
Skip Hudson No. 1—And He Finished No. 1



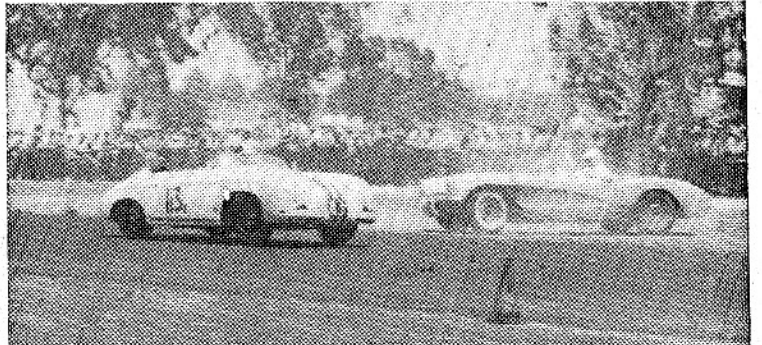
JACK BATES AND HAY CONNECT GOING INTO TURN 9
Bust-Up Put Mercedes-Benz Out in Sunday's 4th Race



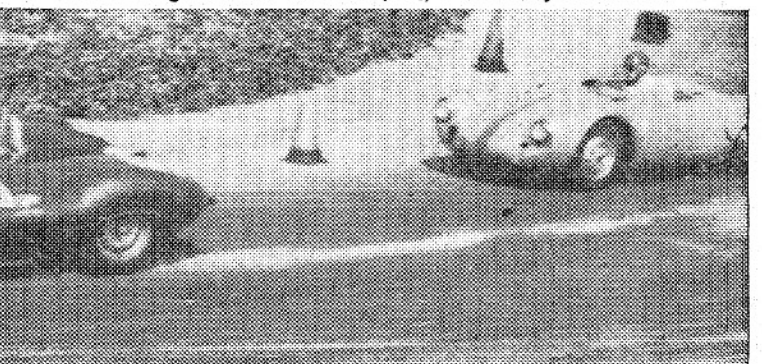
BATTERED 300SL AFTER HAY GOT IN THE WAY
And That Gave Driver Bates Time to Take a Rest



MERCEDES-BENZ DUEL PROVED A REAL LULU
Bob Drake (225) Nipped Rudy Cleye Two Times



HOWARD BARE'S CORVETTE GOES INTO SPIN
No Damage as Lew Bracker (113) Flashes by in Porsche



Vignolle & Powell

Challenge of the Century:

Early Racing Aided Auto Industry

By Hoosier H. Hiram
(Fourth of a Series)

IN ANOTHER eight years continuing competitive attractions, now known as auto racing, had boosted sales and production to 26 times the number in operation at the turn of the century. The model "T" Ford made its first appearance then, the Royal Automobile Club of London awarded Cadillac the Dewar Trophy for introducing interchangeability of parts as being the greatest advancement in the industry, and an outstanding contribution to the automobile and the world was just being conceived by a forward-looking quartet of Hoosiers.

James A. Allison and partner Carl G. Fisher of Prest-O-Lite, A. C. Newby of National Auto, and Frank H. Wheeler of Wheeler-Shebler Carburetor, were considering Fisher's findings that the rut-worn, mounded crowns of wagon roads were no place for the automobile. Fisher, himself a racing contemporary of Fosdick of Peerless, Barney Oldfield of Ford's "999," Charles Schmidt of Packard and Walter C. Baker of "Torpedo Kid" fame, recognized the fact that the auto as a man-made machine, was not synchronous with the physical-powered bicycle and animal-powered horse-drawn vehicles, with which motor power was competing for use of the roads and byways.

The bicycle had then been pedaled for 75 years before the advent of the motoring menace, and the horse-drawn vehicles had a centuries-old prior right of way. The dangers of driving roads, never meant for such use, and the additional hazards of the crowds along the way of road races (they came to see but not to pay), convinced these gentlemen that the automobile should have its own autoway and specially-designed place to race.

INDY COMPLETED

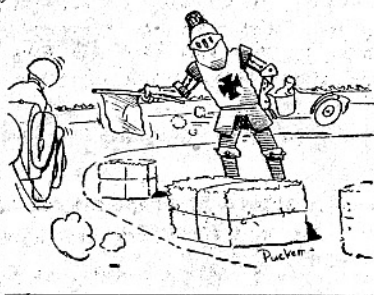
The Indianapolis Motor Speedway, completed in time for a three-day meet in August, 1909, was their far-reaching vision dedicated to the automobile, for which it was exclusively designed and built.

The water wagons that had kept the dust dampened on the State Fair Grounds mile horse track could not cope with the the whirling dust devils from the whirling wheels speeding around this new large two-and-a-half-mile auto course. The 300-mile main event of the third day was flagged at 235 miles as no race, when it was decided the ruts worn in the dust-covered dirt track made it too dangerous to complete the race. From this experience the four determined Hoosiers made a second contribution which auto racing, motorists, public works, road and street officials through the years have overlooked—THAT THE DIRT TRACK, WITH OR WITHOUT WATER ADDED TO MOTHER EARTH'S MAKE-UP, WAS NOT AFFORDING THE GREATEST POSSIBLE OPPORTUNITY FOR RACING, THEREFORE WAS NOT THE SURFACE FOR PROJECTING AND PROMOTING THE SUCCESSFUL FUTURE OF THE AUTOMOBILE AND AUTOMOTIVE CONTESTS AS WELL AS AUTO TRAVEL.

BRICKS SELECTED

From the cobblestone, concrete, gravel, graded, sanded, oiled, macadam, wood block and brick streets of Indianapolis at the time, they selected one of the last-named type to pave the track of the new speedway, and scheduled another race for December, when the project was completed.

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The weather was too cold for both carburetors and customers on the newly brick-paved track, from which the Speedway was dubbed "The Brick Yard." Two three-day meets ending May 30 and July 4 and a two-day event over Labor Day were sanctioned the following year, 1910. The first of these attracted more than double the customers and entries of the last two dates, so from this further experience and the then 500-mile break-in practice, before the later development of block-testing motors, the now famous "Five Hundred Mile Race" was born.

Auto racing today might well recall that this early, and still successful venture was originally constructed for the car and not the car for the track. It was not principally an investment for immediate profits as today's race promotions, but dedicated for the proving and improving of the auto and its ways.

AUTO LABORATORY

The speedway was built as much for an outdoor automotive laboratory for the use of the local manufacturers, who used it the year around test-driving, breaking-in adjusting and tuning their cars for delivery to their customers, as for the annual race. Motors had to be run-in enough so the owners could hand crank them when purchased. In those days without bumpers to push against and before the starting mechanism, dealers were careful not to subject their customers to the quip, "Get A Horse," because a new motor was too tight to crank.

Auto racing has a "tailor-

made" opportunity NOW to further improve the automobile by change of course, like the Four Founding Hoosiers nearly half century ago, turning from the dirt and makeshift horse track circuits, to improving contour, design, paving and safety construction of raceways.

The shocking horror to the world of sports was not the Le Mans disaster, but the pulling out of racing by the AAA Contest Board, which bit the hand (auto racing) that had bred, led and fed it for over 50 years. The summary death sentence dealt the honorable Contest Board, without the courtesy of court, is typical of our reference to "Horse & Buggy" philosophy being penny wise and pound foolish.

Quite in contrast with last year's shirking host was the official participation in that first contest three score years ago. Of the two machines to finish, out of the six that started that Thanksgiving Day in 1895, the second made more news then, than the remarkable record of the winner.

OFFICIAL HELP OUT

That German Benz, guided by Oscar Mueller, had to have its horseless-power herded to the finish line the last hour by none other than the officiating "umpire" who was a riding observer in the car. When the driver was overcome by exhaustion and the cold weather after nine hours' exposure, the umpire took over as relief driver for the last five miles, thereby setting an example of sportsmanship over and beyond the call of his official duty. As it was the machines that were in competition and not the men, this was allowed and the Benz credited with winning second place.

Auto racing propelled the automobile and the nation into rapid expansion, progressive evolution to modern miracle motor cars and high standard of living and comforts in the first half of this century, even with the handicap of no exclusive operational place and inadequate space. Will auto racing again speed the pace?

(To Be Continued)

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Car Catches Fire, Pilot Dies in SCCA Hill Climb

MANCHESTER, Vt., June 17.—Paul Flickinger, a nuclear power engineer from Uncasville, Conn., was killed today when his car crashed and burst into flames in the SCCA's sixth annual National Mt. Equinox hill climb.

Staying too far out on a fast right-hand climbing bend, his Maserati 4CL (1500cc dual blown Grand Prix car) caught its left rear wheel in the guard rail fence, tearing the rear axle completely away from the frame.

USAC Sets Policy On Crash Helmets

SPEEDWAY, Ind., June 19.—The United States Auto Club (USAC) today issued the following special notice to all drivers: "Effective July 1, no crash helmet will be permitted unless it has been approved by a driver representative of USAC."

"The drivers' committee will be composed of the following: Johnnie Parsons (stock cars), Jack Turner (midgets), Pat Flaherty (championship), Pat O'Connor (sprints) and Tommy Hinnerhitz (sprints). Please note there will be no exceptions."

It is believed this move was made in view of the numerous mishaps in which head injuries, fatal and otherwise, might have been prevented had safer helmets been worn by drivers.

Amick Takes 100-Miler At Langhorne Track

LANGHORNE, June 24.—George Amick, Los Angeles, entering his second eastern race captured the 100-mile National Championship Race at the Langhorne Speedway today in one hour, three minutes, 1.463 seconds.

Burning alcohol, the car burst into flames immediately. Two spectators were able to extricate the victim, but he had suffered third and second degree burns.

Mr. Flickinger, who died at a near-by hospital, is survived by his wife, Yvonne, and a seven-year-old daughter.

Dr. John Knight, chief steward and also attending doctor, called the event to a close, although four or five cars had not completed their runs.

The winner was Bill Lloyd, Green Farms, Conn., who retained his crown in a 300S Maserati. Mt. Equinox is a 5.2-mile paved climb, and Lloyd made it in 4 min. 55. sec.

Class winners:

G. Production—E. Pupulidy (Porsche) 6:37.6 (new record); F. Production—Henry Rudkin (Bandini) 6:14.5; F & G Modified—Gordon Lipe (Pooper) 5:10.8 (new record); E. Production—Gaston Andrey (Morgan TR2) 5:48.2 (new record); D. Production—Bill Fleming (MB 300SL) 5:31.1 (new record); C. Production—Harry Carter (XK 140MC) 5:17.4 (new record); C. Modified—Herb Hoefler (C-Jag) 5:02.3 (new record); D. Modified—Bill Lloyd (Maserati 300S) 4:55.2; E. Modified—Bill Procter (2.0 Maserati) 5:14.1 (new record); Unrestricted—Paul Flickinger (Maserati 4CL) 5:03.8.

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RACE 7 . . . 3 3/4 - MILE COURSE

Admission . . . Saturday \$1.00 — Sunday \$2.00
Children under 12 FREE with Adult

Saturday Night
Dinner - Dance—Santa Maria Inn
Sunday Night
Victory Dinner—Santa Maria Inn

\$50,000 IN PRIZE MONEY

MORE THAN \$50,000 in prize money is up for grabs within the next few months in NASCAR's late model stock car racing circuit on the Pacific Coast, according to Western Regional Director Bob Barkhimer.

Blarney Castle Scene of Sports Car Festival

(Continued from Page 1)

Cylinder Club's Aloha Party is tied in with the show.

CAR CONTESTS

A Concours de la Velocite, a beauty contest for sports race cars (the International Sports Car category of the FIA regulations) is scheduled. These cars actually must have raced with credit (third or better) and will be judged for line, finish, color scheme, maintenance, record and breeding.

Another event is a Concours d'Ensemble, resembling a horse show, in which "street-type" sports cars will be put through their paces and judged for total effect, including costume and turnout of the crew, exhaust note, responsiveness and controllability, as well as appearance. Both events are open to the public.

RALLYE ENDS THERE

The Golden State Rallye, sponsored by the Porsche Owners' Club, which begins at midnight Friday (actually 12:01 a.m., July 14) and runs north to Santa Maria for two days, concludes at Blarney Castle from 3 p.m. on Sunday afternoon, July 15. Competing cars will be parked together and the handsomest entrants in this strenuous distance event will be awarded special prizes, apart from what they may have won in driving competition. The victory dinner and awards for the Golden State Rallye will take place at 8 p.m. at the restaurant. This will be followed by posting of results and award presentations.

Lastly, the FCC Aloha Party for the Santa Barbara and Phoenix regions of this renowned rallye club will conclude at Blarney Castle around noon on Sunday, allowing the Arizona members to start home early. Members of this group may try their luck in the Concours d'Ensemble.

Micro, $\frac{3}{4}$ Midgets Race Twice Weekly

Micro and $\frac{3}{4}$ midgets are now racing Wednesday and Saturday evenings at the Orange County Race Track, just opposite the Santa Ana Country Club entrance in Costa Mesa.

Full cards of URA-sanctioned events are held both nights, the $\frac{3}{4}$ speedsters going Wednesdays and the micros Saturdays.

While $\frac{3}{4}$ drivers are both professional and amateur and race for cash or trophies, the micro pilots all are amateurs and compete strictly for hardware.

These include races on the Grand National circuit, comprising tracks of a half-mile and larger, and on the short-track circuit, for competition on any track less than a half-mile. Moreover, nearly \$25,000 has been distributed already thus far this season in races held at Gardena Stadium, Huntington Beach and Phoenix, Ariz.

"We think the time is ripe for car owners and drivers who've been considering stock car competition, but have been 'on the fence' for various reasons, to make inquiries regarding NASCAR racing right now," Barkhimer emphasized.

The National Association for Stock Car Auto Racing (NASCAR) is the world's largest sanctioning body of its type and is presided over by Bill France, Daytona Beach, Fla. It sanctions some 2,000 races and pays more than \$2,000,000 in purses throughout the U.S., Canada and Hawaii.

Pro Sports Cars at Bonelli

Road Racing Register's pro sports car pilots converge on Bonelli Stadium's quarter-mile paved oval for their second short-track speedfest Sunday night, July 14, according to RRR Prexy George Beavis. Races start 8:30 p.m.

First RRR effort of this type was staged successfully at Gardena Stadium several weeks ago, with RRR drivers cutting up some \$2,200. Bonelli purse is 40 per cent of net gate receipts, which could amount to a sizeable chunk in the 12,000-seat Saugus speed strip. Inquiries regarding entries and conditions may be sent to Beavis at 11740 Long Beach Blvd., Lynwood; telephone NEwmark 2-3661.

INVENTIONS GALORE

Patent authorities estimate that one-sixth of all patents granted by the U.S. Patent Office have been for automotive inventions.

FONTY FLOCK QUILTS RACING

ATLANTA, Ga.—Fontelle Flock, better known as Fonty, has just announced his retirement from stock car racing. Sometimes called the Clown Prince of Racing, Flock lent much color to the sport during his 18 years of competition. He's 35 years old and the father of five children.

Flock's career was highlighted by his Grand National championships in 1947 and 1949. He won just about every NASCAR event

of stature—Detroit, Langhorne, Dayton Beach and Darlington included. Flock says he'll continue with the insurance business he'd been carrying on during his non-racing moments. Carrying on the Flock tradition will be Tim, winner of the Grand National title last year.

Bargain of the year. \$2 for one full year of MOTORACING. Blank just about every NASCAR event on Page 3.

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July 3—Gardena Stadium	\$3,200	Haynes-Schooler promotion
July 4—San Diego	\$3,200	Haynes-Guthrie promotion
July 8—Sacramento Fairgrounds	\$4,600	Charley Curryer promotion
July 14—Belmont Speedway	\$3,200	Ted Smyth promotion
July 28—Contra Costa Stadium	\$3,200	Gene Marsh promotion
Aug. 4—Bakersfield	\$3,200	Spud Simkins promotion
Aug. 5—Gardena Stadium	\$3,200	Haynes-Schooler promotion
Aug. 12—Portland, Oregon	\$5,400	Paul Ail promotion
Aug. 19—Bay Meadows	\$10,000	Bob Barkhimer promotion
Sept. 1—Capitol Speedway (Sac.)	\$4,600	John Gleibe promotion
Sept. 2—Gardena Stadium	\$3,200	Haynes-Schooler promotion
Sept. 9—Salem, Oregon	\$4,600	Paul Ail promotion
Sept. 15—Belmont Speedway	\$3,200	Ted Smyth promotion

... Other dates to be set at

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... SPECIAL EVENTS ...

July 21—San Jose Speedway	three 100 lap main events: Hard Tops, Midgets, Big Cars. \$1,000 purse to each.
August 4—Fresno Speedway	500 lap Midget race ... 33 cars—Offys—Fords—Drakes
August 11—San Jose Speedway	200 lap Johnny Key Memorial Hard Top race ... 30 cars
Sept. 2—Bay Meadows	2nd Annual Cavalcade of Auto Racing ... 3—50 mile races Midgets, Big Cars, Hard Tops.

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• Up the Straights

By Jim Mourning

SCRIVINER FINDS MINNESOTA TAKING TO THESE SPORTS CARS

THE SPORTS CAR fever has hit the hinterlands. We can say this without hesitation, for we just returned from a trip to Minnesota and this is about as hinter as any land gets in the sports car world.

At least, this was true at one time. But no more. The brethren have heard the word and have been duly converted. As was both appropriate and inevitable, this led to the formation of a club hereafter to be known as the Land O' Lakes region of the Sports Car Club of America.

When we heard that this clan of lusty lads and lassies were due to gather for tippie, talk and tall tales, we put a dab of Castrol behind each ear, climbed into an (you should pardon the expression) Olds 98 and sallied forth. (Actually, we were sallying third until we spun out). The visit proved most enlightening, indeed.

FINE PERCENTAGE

At present, the little group has some 100 members, but—and locally rallymasters are permitted to take notes here—they've had as many as 60 cars out for one of their rallies. Perhaps not too staggering a figure, but a percentage that will probably stand up against challenges from the local, smog-bound toolie tourers.

And you reluctant travellers who complain bitterly about having to trot way, way out to Santa Barbara or Palm Springs for a race are requested to bundle up your crying towels and ship them along to the kiddies in the North. You, ladies and

gentlemen, are strictly amateur voyagers. How would you like to toddle off on a 700 to a 1000-mile junket every time you wanted to see a bit of dicing?

LAND BASED RACE

But something is being done. Plans are now under way for Minnesota's first land based race, to be held on the airport of a northern town sometime in the fall.

We specify "first land based" race, for the galloping Gophers have perfected the fine points of a wild bit of hassling known as ice racing, a slippery and somewhat sticky business that's held on the frozen lakes of Minnesota during the winter months. Ruth Levy, incidentally, is a graduate of this school of driving, which might explain where she learned to toss a Porsche around with the best of them.

The prospects of racing in any area, of course, can mean but one thing—specials. And sports car complications have already set in. We talked to at least three people who had specials—small bore caliber—either in the planning stage or suffering the first spasms of birth.

NO POSSIBLE CURE

After suffering through several years of this sports car business, we are in doubt whether to extend congratulations or sympathy over this development in our home state. All of which is somewhat academic, since the disease already seems well rooted enough to defy the cure.

Well, here's nerfing at you for this issue.

Calendar of Events

JUNE
 *30—Compton FCCA Over the Hill Rallye.
 30—Buffalo Bill Mountain Hill Climb, Colorado.
 30—July 1—SCCA (S.F. Region) Buchanan Field Road Races, Buchanan Field.
 30—RRR's Hawaiian Luau, Hollywood Rivera Club, Redondo Beach, 8 p.m.
 30—USAC 100-lap late model stock car race, Bonelli Stadium.

JULY
 1—SCCA 2nd Annual Courtland Race, Alabama.
 1—Santa Anita FCCA Town and Country Rallye, Santa Anita Racetrack parking lot, 8 a.m.
 1—SCCA Thompson Raceway Sports Car Races, Thompson, Conn.
 1—Las Vegas Stock Motorcycle Races, Las Vegas Race Track, 3 p.m.
 1—Concours d'Elegance, Bob Dalton's, 133 No. La Cienega, 11 a.m.
 4—AMA Motorcycle Sportsmen's TT, So. Calif. M.C., Crater Bowl.
 6—7—2nd Annual Beverly National Championship Races, Beverly, Mass.
 *7—SCCA (L.A. Region) Santa Maria Road Races, Santa Maria Airport.
 7—SFVC-FCCA Rallye de Bero de Cerveza, Woodman and Ventura, 7 p.m.
 13—15—Porsche Owners' Club Golden State Rallye, TIP's, U.S. Hwy. 99, Saugus turnoff, 11 p.m.
 14—FCCA Aloha Luau dinner dance, Westport Beach Club, 7 p.m.
 14—RRR Pro Sports Car Race, Saugus Stadium 7 p.m. practice, 8:30 race.
 14—15—Reliability Run, McAllen, Tex.
 15—Sports Car Festival, Elarney Castle, noon.
 *21—22—CSCC San Diego Road Races, San Diego Naval Base.
 *28—29—El Camino Concours d'Elegance, Santa Maria.
 28—29—Long Island SCA 4th Annual Night Owl Rallye.

AUGUST
 *4—5—San Fernando FCCA Big Bear Rallye II.
 *12—Long Beach Douglas Ken Farrar Rallye II.
 *18—19—CSCC Paramount Ranch Road Races.

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18—19—SCCA (S.F. Region) Salinas Road Races.

19—Washington, D.C. MGCC National Sports Car Races, Lavender Hill Course, Upper Marlboro, Md.

*25—26—Santa Monica Rallye D'Oro II.

MIDGET RACES—Every Friday night, San Bernardino.

JALOPY RACES—Every Saturday night, San Bernardino; Every Sunday afternoon, Gardena; Every other Sunday, Maywood.

DRAG RACES—Sundays: Colton, Long Beach, Pomona, Santa Ana, San Fernando, San Gabriel Valley; June 30—July 1, 4th Annual Championship Drags, Pomona Valley, Timing Association, L.A. County Fair Grounds.

RACING MOVIES—Wednesday through Sunday, Western Theatre, 39th at Western.

*designates date approved by Southern California Council of Sports Car Clubs.

CALL SPORTS CAR INFORMATION CENTER, RM 2-4157, FOR FURTHER INFO ON ABOVE EVENTS. NOTE TO CLUB SECRETARIES: NOTIFY THE S.C.C. OF ALL EVENTS, DATES, ETC. AT RM 2-4157.

Specifications on Roll Bars Offered

From "The Wheel" Bulletin of the San Francisco Region of the Sports Car Club of America:

TECHNICAL DEPARTMENT ROLL STRUCTURES—

Contributed by Richard Scherrer
 Since roll bars may become mandatory in 1957, according to the National Bulletin and because all cars whether coupes, those with head rests, tail fins, etc., should provide equal driver protection, I propose the following specifications:

1. The top of the roll bar must extend at least 3 inches above the top of the driver's safety helmet at a point not over 6 inches directly behind the driver's head. (An integral head rest or stop is also suggested.)
2. The roll bar must have a width, in the fore-and-aft direction of at least six inches, so as to provide adequate support on soft ground.
3. The top of the roll bar must be rounded in the transverse direction so as to prevent the car from coming to rest upside down. A radius of from 9 to 12 inches is suggested.
4. The roll bar must be strong enough to withstand a minimum load at least equal to twice the car weight when applied obliquely down, from the front and side at angles of 45 degrees. For most production sports cars, this load will nearly equal the bending strength of the frame.

The Ernie McAfee Story:

Foreign Cars Intrigued Late Driver

(Third Article of a Series)

DURING THE time that Ernie McAfee was with Tommy Lee, from 1942-46, he designed, made all the changes and plotted performance data on 17 foreign cars. These included the BMW, Mercedes, Alfa, Talbot Lago Special, Grand Prix Delage and Bugatti.

After hot-rod on the lakes and motorcycles, Ernie was now completely "gone" with the foreign speedsters—cars that had what he yearned for during his youth.

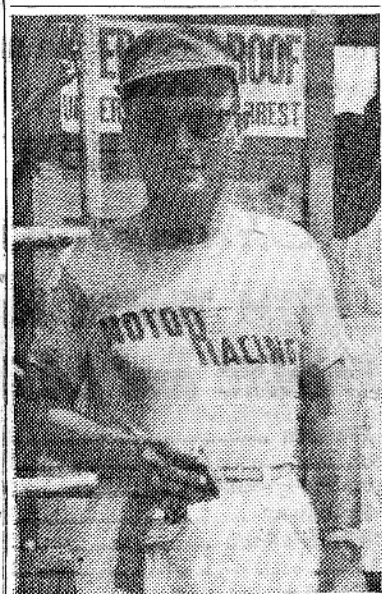
He worked on gear ratios, carburetion, camshaft design and designed a complete sports car for the late millionaire playboy.

The popular driver, who was killed last April at Pebble Beach, opened his own garage on Calhoun in 1950 and spent whatever spare time he could working on supercharger design and installation. He designed and built road racing cars.

GREATEST FAME

Well launched in the foreign car field, from which he was to derive his greatest fame, Ernie made several trips to Europe, studying production and design in auto factories on the Continent.

Then came active participation



Marvin Reichler
GUESS WHO?
 And Look at That T-Shirt!!



Joe Smith
 JOE SMITH'S camera caught the late great sports car driver, Ernie McAfee, and his wife Jean, astride a 'cycle during a relaxed moment at last Fall's Torrey Pines road races. Having chugged up to chat is Carroll Shelby, the noted Dallas pilot. They were good friends.

in road races. His first big one was in 1952—the Mexican road race. He rode with Jack McAfee, the well-known pilot from Manhattan Beach (no relation), finishing fifth in a Ferrari.

The following year he drove a new little Italian Siata V-8 in the small sports car category.

WINS HILL CLIMB

This was followed in 1954 by active participation in Southern California sports car hill climbs and road races. Ernie started to roll in August, 1954, when he piloted the gleaming Siata to the

fastest time in the Singer Owners' Club's first annual hill climb.

He racked up a time of :51.42 for the approximately 7/8 mile course while making his official runs class E. He came in for a big trophy and now was well launched as a sports car driver.

From the Siata he switched to the Moretto and then, later, to the big Ferraris which he drove until his death.

(How Ernie McAfee fared in early sports car competition and started the climb to the top, will be told in the next installment.)

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at San Diego

JULY 21-22, 1956

Schedule of Events

Practice - Saturday Morning - 9:00 a.m.

Saturday, July 21, 1956

All Races 8 Laps

RACE

- 1—Production Sedans up to 1500cc
- 2—Production under 1500cc. Separate awards for the under 1300cc MG
- 3—Production over 1500cc
- 4—Formula III and Formula Libre
- 5—Modified under 1500cc
- 6—Modified 1500cc to 3000cc
- 7—Modified over 3000cc

Sunday, July 22, 1956

RACE

- 8—Consolation under 1500cc. 12 laps. All cars not qualified for Race 10, except all entries from Race 1
- 9—Consolation over 1500cc. Formula III and Formula Libre. All cars not qualified for Race 12—12 laps
- 10—Under 1500cc Main Event . . . One Hour. Open to first 15 cars and first, second and third place class winners (if not in first 15) from Race 2, first 25 cars from Race 5 and first 5 cars from Race 8
- 11—Ladies Race . . . 8 laps
- 12—Over 1500cc Main Event . . . One Hour. Open to first 15 cars and first, second and third place class winners (if not in first 15) from Races 3, 6 and 7 and first 5 cars from Races 9 and 10

The Course is Located at Montgomery Field, San Diego, off Highway 395, North of Downtown San Diego.

Length of Course - 2 Miles.—Road Surface - Blacktop
Entries Close Midnight, July 12, 1956

Manney at Monte Carlo:

Maseratis Vindicated as Moss Wins

By Henry N. Manney III
MOTORACING Staff Correspondent

MONTE CARLO, Monaco.—The 14th edition of the Grand Prix Automobile of Monaco (now known, somewhat irreverently, as Grace's Races) took place on



Henry Manney III
Good Food & Stogie

the traditional course that winds about the streets of Monte Carlo. Two of the three practice sessions were held at the ghastly hour of 5:45 a.m., but sleepy or not you had to hustle if you wanted to race because only the top 16 times counted.

The first "seance," however, was at the more reasonable time of 4 p.m. and Fangio, undoubtedly in a hurry to get back to his table at the sidewalk cafe, turned the meet's fastest lap of 1:44, which is pretty rapid for a 1.94-mile course that has 10 curves, is uphill and downhill, has no straight longer than 200 meters, and is bordered by inflexible stone buildings, carved granite balustrades, and the well-known harbor.

Besides earning pole position, he also took some 100,000 francs back to the table with him as a special prize for making the quickest tour in the first practice session.

Came the day of the race, and first into the Gasworks hairpin at the end of the starting straight was Moss in the Maserati. Castellotti tried to sneak around on the inside. Schell and Fangio came through together and then the rest of the mob... all having made it through, they screamed away up the road to the pedestrian bridge at St. Devote and then streamed up the ramp and disappeared into the Casino turn.

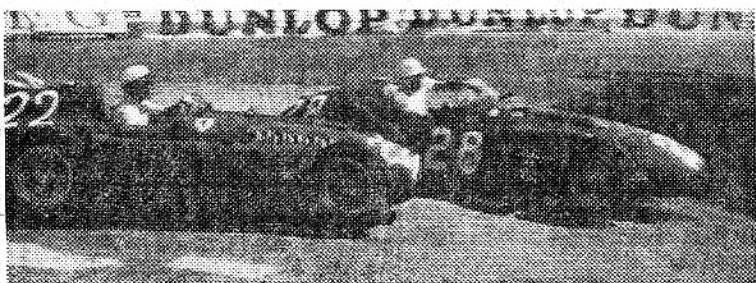
MOSS PULLS OUT

Next time around Moss had pulled out a little bit more and Fangio had gotten by Castellotti and was really charging.

At the start of the fourth lap it was Moss, Collins, Behra, Castellotti, Perdica and then Fangio, who looked thoroughly disgusted and immediately set about getting up where he was again... it was really an education to see him go about it because he was obviously hurrying, shifting faster than you could blink, and yet wasted no time spinning the wheels or getting out of shape on slow corners.

A couple of laps later, in spite of a new and bigger dent in the side, he had sneaked by Perdica and so on the 10th lap it was Moss, Collins, Behra, Trintignant, Castellotti, Fangio, Perdica, Manzoni, Gould, Bayol, Da Silva and Rosier.

Fangio worked away and between the 10th and 20th lap got by Perdica, Castellotti, and after a long struggle, Behra. This task was exhausting to Eugenio, who retired shortly afterwards, and I think Perdica fiended his brakes as he had the right front looking



MOSS (28), CASTELLOTTI AT MONTE CARLO

badly the rest of the race. The Ferraris were pulling very low gears, using low out of Gasworks and getting into high before the middle of the pits which were on the dividing strip.

FANGIO NOW SECOND

Fangio finally passed Collins on about the 25th lap and thus moved into second again and immediately opened up a good lead on him... seems strange that the pit management doesn't see that their number one driver is obviously faster and have the other team drivers let him through. Moss, however, felt somebody breathing in his ear and got on it, but nevertheless had only 26 secs on the Champ by the 30th lap.

Fangio had been trying awfully hard to catch the flying Moss, who was driving with great smoothness and ease, and now he clipped the stone balustrade coming into the finishing straight and bent both right side wheels... this slowed Juan down considerably as the right front took to grabbing and the right rear jumping up and down; as a natural consequence Collins started catching him again while they were both losing to Stirling. Enough was enough, so Fangio pitted and after some fast and furious pit work set off again in No. 20, which by this time looked as if it had been through the Hooligan.

The situation stayed pretty much the same up to the half-way mark so I walked up to St. Devote to watch them coming and going through the fastest bends on the course. The Lancia-Ferraris were using up all the road coming into the starting straight and looked as if they could use a little more while the Maseratis of Moss and Behra stuck very well.

Fangio, meanwhile, had gotten tired of bucking City Hall and had turned the job over to Castellotti, who only days before had threatened to resign from the team.

PERDISA FADES

Meanwhile the redoubtable and consistent Jean Behra had been sneaking up on Collins in spite of a new dent in the tail. Pilette had made a long pit stop that dropped him seven laps behind. Perdica now sadly chewing on a cigarette, had fallen to seventh position, and Moss by the 60th lap had "doubled" all except the second and third place men. However, Casey had not struck out yet, and at 5:25 Collins swirled into the pits, leaped out as Fangio passed him in the air on the

way in, and No. 26 laid rubber all the way down to the corner in an effort to catch Behra, who had just screamed by. All this action, unfortunately, was wasted on Gould, who made a long pit stop to fix his brakes and have a cuppa tea.

Behra tried but it wasn't quite good enough because Fangio put in two laps at 1:45 and caught him at 4:19 before the 70th lap.

Smooth and polished as ever, Britain's Moss crossed the line the winner, at an average of about 90 mph, while behind him Fangio had put in two tremendous laps in 1:45.3 (the 99th) and 1:44.4 (the 100th) in an effort to catch him but failed by only seven seconds. Behra coasted home one lap behind to earn third and the eager Castellotti nursed the ex-Fangio car to fourth, five laps behind him. The order after that was Da Silva Ramos, Pilette (both Gordinis), Perdica and Gould, who completed only 85 laps but did finish.

MASERATI COMEBACK

Wrapping it up we can say that Maserati vindicated their race preparation after their sorry showing in the Mille Miglia, but Ferrari seems as disorganized as ever. The Gordinis showed a lot of reliability on that very difficult course; the BRMs, on the other hand, seem to be back on their old policy of "a day late and a dollar short." It is a pity that the Vanwalls were out so early as Schell is a very forceful driver and might have done some good. As far as drivers are concerned it is plain that Moss is exceptional, Collins and Castellotti are coming men, but nobody but nobody goes like Fangio.

Otto Zipper Moves

Otto Zipper, well-known Beverly Hills Porsche-Volkswagen dealer, announces the moving of his agency to larger and fancier quarters at 9717 Wilshire Blvd., Beverly Hills.

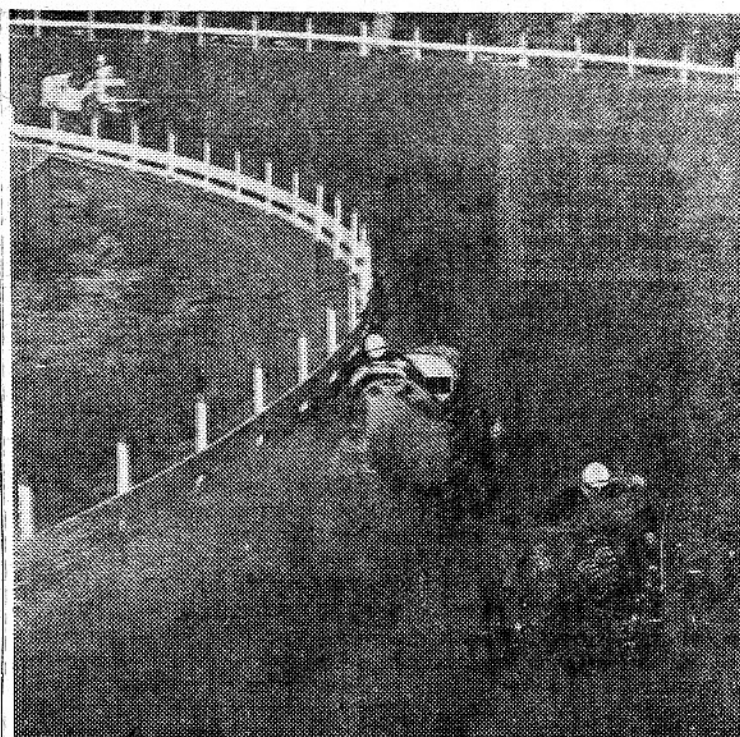
He will celebrate opening of the new facility at a cocktail party, Tuesday, July 3, from 7 to 10 p.m.

Blarney Castle
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RUDY CLEYE Calendar

- July 2—Morgan Plus 4 meeting, 9 P.M.
- July 6—Concours meeting—Courtney Van Ornum—8 P.M.
- July 14—Jaguar Owners Association, dinner banquet—8 P.M.
- July 15—2nd Annual Sports Car Festival—Noon
ECCA Aloha party—Noon
Porsche Owners Club victory dinner—7 P.M.
- July 17—Four Cylinder Club meeting—8 P.M.

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HERE ARE some of the glorious Veteran cars that will be seen in red-hot races during San Diego County Fair at Del Mar race-track, July 1, 4 and 8. Lindley Bothwell, in a 1909 Benz, is followed by Henry Banks, Hudson, and Danny Oakes, Peugeot.

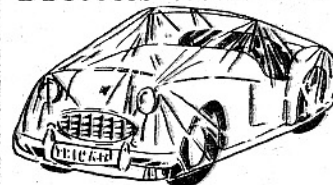
250-Mile NASCAR Race OK'd by FIA

DAYTONA BEACH, Fla.—With a strong international flavor, the 250-mile NASCAR Grand National late model stock car race slated Sunday, Aug. 12, at Elkhart Lake's "Road America" has received the FIA's "approval," jubilant NASCAR officials disclosed at their headquarters here.

Included in the FIA's blessing was a 100-mile race involving production touring cars* involving imported autos on Saturday, Aug. 11. This is open to four-passenger imported cars not exceeding 3500cc and two-passenger jobs under 1000cc. FIA's Classes 1 to 9 in conformity with Appendix J will prevail.

First 15 overall finishing drivers from the 100-miler will start in the 250-mile go, officials disclosed.

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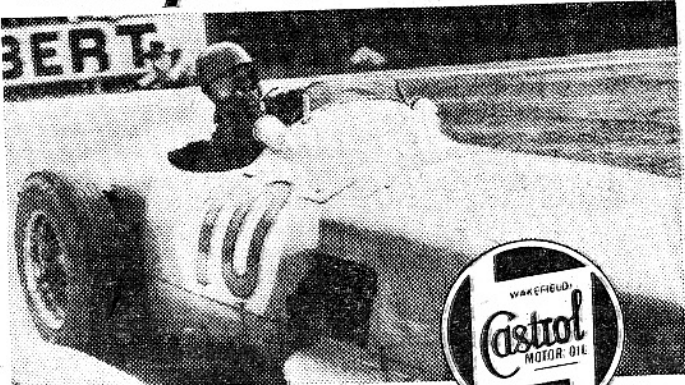


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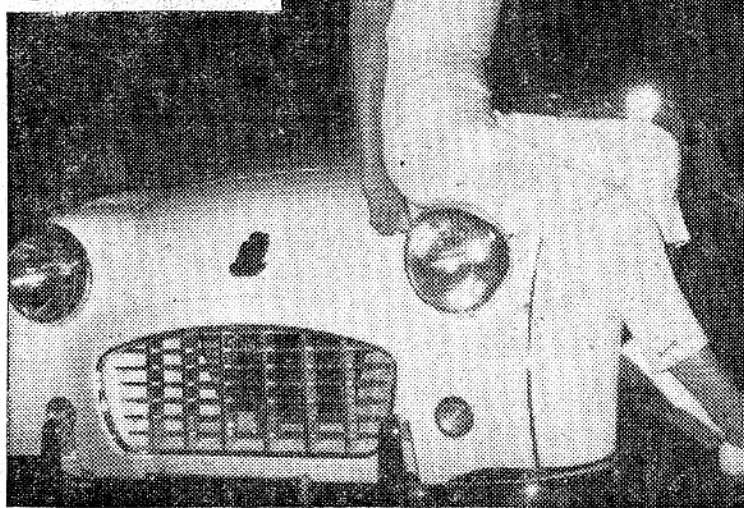
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Tromm-Tromm
TRIUMPH TR3 has its points, and showing them to excellent advantage here is pretty Eleanor Kirk at Ed Savin's new dealership on So. Atlantic Blvd. and Eagle St. A rabid sports car follower, Eleanor is eyeing future women's road racing action in Southland.



FORMULA III RACING

By Mike Siakooles

HARRY MORROW was to have three different types of Formula III cars running at Pomona—his Cooper JAP; a JBS JAP, driven by Russ Kelly, and a Tri-max HD piloted by Bob Gager.



MIKE SIAKOOLES

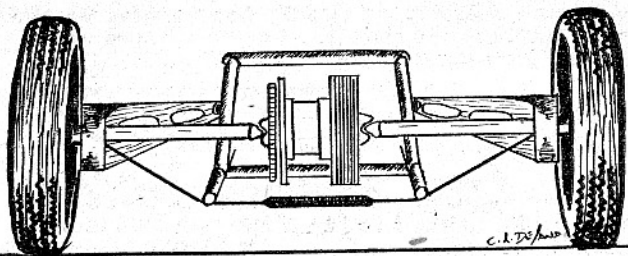
Terry La-moureaux recently completed his new Formula III car—every thing except a body. He did run it, though, and it performed well. Terry used a Fiat front end and swing axle on the rear, with power coming from an AJS engine.

To continue our building of a

again it requires more attention to gain maximum wheel adhesion. The unsprung weight is a few pounds less than the Cooper, and another advantage is in the type of springing unit. You can use torsion bars, shock cord, leaf and coil springs and even bed springs.

Many of the Formula III cars in England use this type of axle. To name a few they are the Kieft, Mackson, Staride, Effy and also the Revis. All perform with gratifying results.

Sports cars like the Mercedes-Benz, Porsche, VW and Renault have gained tremendous results using swing axle, basically the same but with slight refinements. I am sure that swing axles can be built cheaply for Formula III



500cc car—this sketch shows a swing axle as used in the Kieft. Don Parker won the 500cc championship of England in a Kieft for two years, beating all comers. Stirling Moss also drove a Kieft to impressive victories.

The parts required for this unit include two hubs, axle shafts, radius rod bearings and, of course, two U joints. The center section can be the same as used on the Cooper type. One important point to keep in mind is that the axles, from hub to U joints, should be as long as possible. The reason is that the arc of the wheel will not cause too great of a camber change during wheel deflection.

It has been found that a four degree negative chamber static is the most desirable, and would be a starting point on assembling and using swing axles.

This axle also has less parts than the Cooper type, but then

cars with good handling qualities and light unsprung gross weight. They would give a maximum of trouble-free racing.

Fireworks Slated For Gardena

Fireworks of the auto racing and Real McCoy brands are scheduled for Gardena Stadium's Fourth of July schedule, Track Operators Tom Haynes and Harry Schooler have announced.

On Tuesday night, July 3, the 139th Street and Western Avenue oval features NASCAR late model stock car racing, with a 150-lap main and 50-lap semi.

The Wednesday night show, July 4, involves full-size, Indianapolis-type race cars, the topper being a 100-lapper. Both programs starts 8:30 p.m. after timing runs at 7. Gala fireworks displays will augment both nocturnal speedfests.

Francorchamps and Nuerburgring:

Collins, Moss-Behra Zoom to Wins

By W. Robert Nitske

MOTORACING Staff Correspondent

FRANCORCHAMPS, BELGIUM—The line up for the Grand Prix de Belgique, held at the improved 14 kilometer Ardennes Forest circuit at Francorchamps, was Fangio, Moss, Collins, Castellotti, Behra, Schell, Trintignant, Frere, Perdica, Rosier, Villorosi, Scotti, Godia-Fales, Gould, and Pilette. Thirteen work cars, consisting of five Ferraris, five Maseratis, two Vanwalls, and one Connaught, and two independent Maseratis competed.

The cars lined up in the light drizzle and the seconds before 3 o'clock ticked slowly away. Stirling Moss (Maserati) made the best start, with Fangio (Ferrari), Peter Collins (Ferrari), and the field disappearing in the spraying mist and into the dip before climbing single file the long twisty upgrade into the forest and out of sight.

The long starting downgrade and up the twisty Red River Hill is perhaps the most impressive starting sight of all the Grand Prix circuits.

At the first time around, Moss led, well spaced, Castellotti, Collins, Fangio, Schell, Trintignant, Behra, Frere, and the others who set jets of spray flying from their tires as they raced past the stands and pits. Villorosi made a quick pit stop. The Connaught stopped at the pits, went off eventually, and then dropped out definitely.

By lap three, a definite group consisted of the leaders, made up of Moss, Fangio, Castellotti, and Collins. In the second group were Trintignant, Behra, Schell, and Frere. A third group of cars were those of the remaining entries which passed by much later.

Juan Manuel Fangio passed Stirling Moss, and the two, close together, came roaring past the stands and away, a picture reminiscent of their close driving of the Mercedes-Benz seasons. Fangio increased his lead soon.

MOSS LEAVES CAR

The drizzle quit. After 10 laps Moss left his car on the hill and ran down to the pits. He had slipped broadside on the dip and broken his right rear wheel off. The Perdica car was flagged down and Moss jumped in and was quickly away. The leading Fangio was one lap and 20 seconds ahead of him then.

Dry spots appeared on the track and the drivers increased their speeds slightly. By 12 laps the leaders were Fangio, Collins, Behra, Frere, and Schell; well spaced and divided by almost one minute.

By 23 laps Fangio was a comfortable minute ahead of Collins, Frere, Behra, and Schell; Moss was in fifth place, a lap and 2 minute behind the leading Fangio, who drove at a steady pace.

FANGIO MISSING

On the next lap Fangio was missing. His car had a broken differential.

The Connaught and a Vanwall

stood quietly at the pits. The Maserati of Moss stood awkwardly on the slight rise, half up Red River Hill. Three others stood, abandoned along the hilly circuit. Nine cars were left in the race at this point.

At 30 laps, it was Collins, Frere, Behra (who came very slowly past the pits), Moss, Schell, Villorosi, Pilette, Rosier. Three laps separated the first and last cars.

Behra pulled up short of the finish line and stopped to coast across the line after the winner. After a while he changed his mind and went on again with his sick car.

The results were Collins (Ferrari), Frere (Ferrari), Moss (Maserati), Schell (Vanwall), Villorosi (Mas), Pilette (Ferrari), Behra (Mas), Rosier (Mas). The winner's average speed was 190.614 kilometers per hour. Moss had driven the 30th lap at a record speed of 199.575 kilometers per hour!

MOSS AWAY FIRST

The second Internationales, 1,000 Kilometer Rennen on the Nuerburgring was held under perfect conditions. The dark sky cleared early and the ancient Nuerberg castle ruins were clearly visible high above the track, behind the row of impressive national flags.

Stirling Moss (Maserati) was first away into the Suedkehre, but Mike Hawthorn (Jaguar), passed him on the switchback and the return straight into the second turn. Hans Herrmann sat still excitedly in his Porsche Spyder, just a few feet from the starting line. The crescendo of the racing engines had died away, and the leaders were speeding into the tricky Schwedenkreuz curve, when the Porsche came to life and raced away.

At the end of the first lap it was Moss (Maserati) ahead of Hawthorn (Jaguar), Fangio (Ferrari), Collins (Aston Martin), Musso (Ferrari), Hill (Ferrari), Taruffi (Maserati), von Trips (Porsche), Walker (Aston Mar-

tin), Riess (Mercedes-Benz 300 SL), and Hamilton (Jaguar).

Portago damaged his Ferrari in the first lap, and Musso lost his early in the fourth. Hill drove 12 fast laps, steady in fifth place, then was relieved by the team of Portago-Gendebien.

Hamilton gave up in lap seven, and Hawthorn was warned twice for passing on the right side into the south turn. Fangio drove steadily better lap times. Moss had averaged 133.9 kilometers per hour from a standing start; by lap nine, Fangio drove 135.6 kilometers per hour.

When Behra brought the Maserati into the pit with rear axle damage after 19 laps, the race seemed definitely to belong to Ferrari. Schell was waved into the pits and Behra took over.

At the half period it was Fangio-Castellotti (Ferrari), de Portago-Gendebien (Ferrari), Moss-Behra (Mas), Hawthorn-Titterton (Jag), von Trips-Maglioli (Porsche) in the same lap. The next lap, included Aston Martin, Porsche, Aston Martin, AWE, Osca, AWE, and Mercedes-Benz 300 SL.

JAGUAR DROPS OUT

In lap 38 the leading Jaguar stopped with a leaky gas tank, was back in the race after 20 minutes, but fell out in the last lap. By lap 39 Fangio was 36 seconds ahead of Moss, who had gained steadily by a few seconds, but Fangio had to make a pit stop for fuel in lap 41. Moss went by, and Fangio followed him by 21 seconds. In the next lap, the champion was 26 seconds behind Moss, then 28 seconds, and in the last lap 30 seconds.

The results were: Moss-Behra (Mas) at 129.7 kilometers per hour; Fangio-Castellotti (Ferrari), Portago-Gendebien (Ferrari), Collins-Brooks (Aston Martin). Fangio drove the fastest lap at 135.6 kilometers per hour. The under 1500 cc was won by von Trips-Maglioli (Porsche) at 125.0 k/h; Herrmann-von Frankenberg (Porsche), second, followed by Barth-Rosenhammer (AWE).

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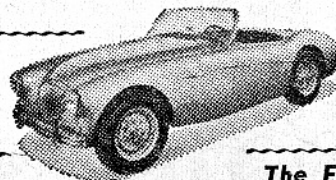
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The Inside . . . By Flavio St. Germain

(Continued from Page 5)
or midget background." Had anyone seen him drive? Nope. Was it true that he had tried to outrun some cops a few nights previous to technical inspection? Well, yeah, I guess so, I guess maybe he did fool around some. Etc., etc., etc.

Sum of our questions: Nobody knew a damn thing about Krause and so far nobody had given the matter any serious thought. (Anyway that was our reaction; perhaps officials elsewhere had begun to manifest doubts.)

Of a certain nameless Official, I inquired if it might not be a good idea to put Ken Miles or Pete Woods or someone equally competent on the track to scrutinize the young man's driving. Said Official answered (as the Duke doubtless would have): "What the hell, we've got enough to do without giving everybody a driving test!" In fairness it must be reported that some Wheels did come around to our way of thinking; at least, they pretended to. But for the most part, the attitude was: So?

DANGEROUS SPORT

So this, Road racing is a hell of a dangerous sport, and it should be everyone's job to bring that element of danger right down to the minimum. Yet, in the face of a situation whereby one Le Mans type accident could kill sports car racing in California probably for good, we continue to court disaster. The CSCC driver's test is a farce on paper: a paranoic murderer could get in one of our races with no difficulty whatever. And he could wipe out at least a dozen spectators, no matter what he is driving.

In the case of Bill Krause, that boy could have killed fifty or sixty people, or more. As a result of our woe-crying to the race chairman, we did manage to get a stern finger wagged and the promise that judges would be ready with the black flag at the first sign of trouble. But those were token gestures. What was needed, obviously, was a brief practice session, with attention specifically on Krause.

As it turned out, no one was killed, and Krause did the finest job of D-Jag driving seen thus far on the West Coast. He was steady, smooth, calm, fast and smart, and was never in trouble.

But it might have turned out differently!

The answer, of course, is to restrict over-1500 modified events to senior drivers. Yo-yos will still be there, and there will still be danger; but it will be minimized. Or does the Duke care to argue that a D-Jag is potentially no more dangerous than a small car?

Another point, since MOTO-RACING seems to enjoy nothing better than a good scrap these days: We are all getting a little weary of reading about the exploits of the same Name drivers. Apart from Myra's Clipboard, one would guess that only about fifteen persons are presently engaged in sports car racing. We're all interested in the Big Boys, of course, but not to the extent that we are given no details about the unmonied pilots.

Your failure, for example, to mention poor Ed Tomerlin's misfortune is unforgivable—for his was the greatest 'human interest' story to come out of Bakersfield. Ed was race chairman, and had single-handedly created the Bakersfield event—in the sense that he thought it up and cudgeled others into agreement. Not, to slight the work of the others, it certainly can be said that without Ed Tomerlin, there would not have been a Bakersfield Running.

But he was not alone interested in bench labors. Having already beaten both Jim Parkinson and E. Forbes-Robinson (in their "stock" MG-A's) Ed was most intent upon a friendly dice with the current Porsche King: Skip Hudson. He'd accordingly installed a Super engine in his Straight Porsche (at considerable expense) and otherwise brought his car up to spec. It was to have been one of his biggest moments, for even if he'd not won, I submit that he'd have given the front runners a battle.

He would also have given the spectators in his home town an honest to God race to watch.

But then, a couple of hours before race time, after concluding certain official business at the track, Ed had the rotten luck to strike one of the many white-painted cables stretching across the field. He was traveling only 35 mph, into the sun (which rendered the cable invisible), but it was enough to shatter the windscreen, chew up the front, and put Ed in the hospital for a week and a half with a basal concussion, internal hemorrhaging and twenty subsequent stitches. He missed everything. Including the sight of his car, hurriedly patched together and driven by Dave Smith, holding Hills' Carrera for fifteen laps . . .

To my mind this is a real tragedy, and of considerably more interest than the Duke's snide vagaries.

But don't let's get mad. I still think MOTORACING's a noble experiment. You're a scrappy bunch, always ready to dish it out. The question now is: Can you take it?

Best regards,
CHARLES BEAUMONT

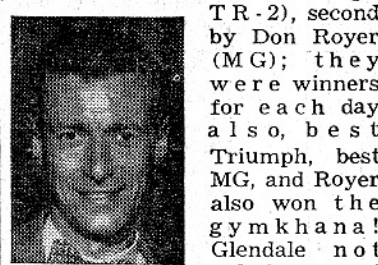


MOTORING

fo(u)r FUN

By John Foster
National President, FCCA

CONGRATULATIONS, Glendale Chapter, for doing it again! The tough three-day Great Western Rallye was won by Charlie and Drisa Cooke (Triumph



JOHN FOSTER

TR-2), second by Don Royer (MG); they were winners for each day also, best Triumph, best MG, and Royer also won the gymkhana! Glendale not only has one of the happiest

groups anywhere—they are top contenders in every major event. If we were a gambling group, the tipsters would be having a rough time just now fixing the odds on the favorites in the next championship event. The OVER THE HILL RALLYE, set for June 30, has attracted the top rallyists and rallye teams in Southern California. With Gordon Steele in Europe and Ken Engles acting as an official, the winning team of last year's 24-hour rallye will not be competing. Looks like a battle between the Dowson-Himmelrich, Cooke-Royer teams from Glendale, the Frank-Stratton, Smith-Glassett, Watkins-Grace teams from Lockheed, Fleming-Marchal from Douglas. A combination to watch is the very potent Greenland-Fisher combo from S.F. Valley.

Starting from Compton College, 1111 East Artesia, Compton, competitors are allowed to pick their own starting time between 1 and 4 p.m., Saturday, June 30. Call Fred Smith, FR 7-1856, for further info. Post entries will be accepted.

VALLEY RALLYE

San Fernando Valley Chapter, always up to its ears in events designed for fun, promises a real gay one for 7 p.m., Saturday, July 7. This is a short but tough navigational rallye ending at a member's residence for a typical (we love 'em) S.F.V. open air party. Al Baker (DI 3-9459) and Pat Patrick, the Jerry Lewis and Dean Martin of the club are rallyemasters, so wear your spurs on this one! The whole chapter is working enthusiastically on its August 4-5 BIG BEAR RALLYE, an annual Championship Council-sanctioned rallye that promises to be another high spot in this busy season of tremendous events.

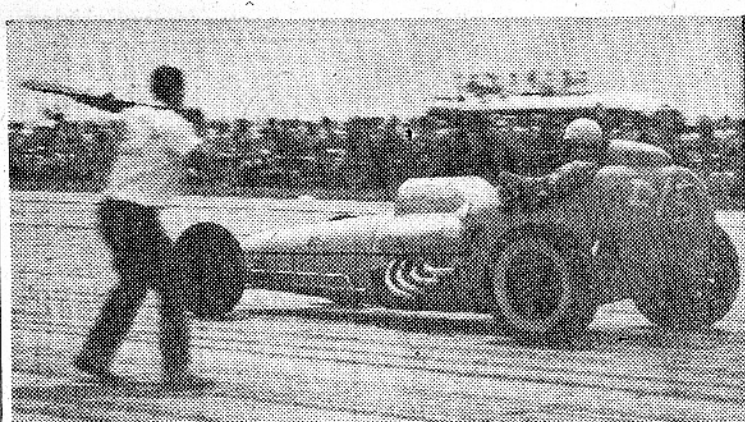
It's become essential these days to circle the calendar and re-arrange the budget in order not to miss any of these big events. And while you are doing just that, I'd highly recommend including Santa Barbara's big 5th annual Semana Nautica Rallye with Monte Carlo finish, always a very successful and pleasant event. This night event is scheduled July 7-8—entries from your club secretary or B. E. Alexander, 1597 E. Valley Blvd., Santa Barbara. Closing date for entries: July 1.

HAWAIIAN CLAMBAKE

All FCCA members and their friends won't want to miss their annual get-together. Saturday evening, July 14, we take over the Westport Beach Club for an informal Hawaiian luau and dance with (I'll bet a buck) many surprises. Sunday morning early, everyone is invited to Malibu Beach for Seltzer and breakfast and a swim followed by a gaggle to end all gaggles over the Malibu hills to Blarney Castle for brunch, concours and what'll you have? Tickets for the luau are available from your club secretary, or phone Betty Warren, FR 2-7526, or Janet Neely, CL 6-0021 or DU 7-8151. Zach Baratz, our amiable Glendale dynamo, is in charge.

Everyone is invited to any one or all of these events—we're only sorry membership doesn't include free baby sitters and tax refunds!

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MELVIN HEATH, Rush Springs, Okla., accelerates his Chrysler V8-powered dragster from the starting line at Dallas, Tex. Heath turned 137.18 mph in the standing-start quarter-mile in elapsed time of 10.93 sec. This won him Top Eliminator title (fastest car of the meet) at the Southwest Regional Championship Drag Races, presented by the National Hot Rod Association Safety Safari at Dallas June 9-10, in cooperation with Socony-Mobil Co. This car will be seen in action at the forthcoming National Championship Drag Races, Kansas City, Mo., starting August 31 and ending September 3.

DRAG RACING RESULTS

SAN GABRIEL — JUNE 17
Stocks—A. R. H. Pound, 56 Olds., 79.78; B. John Davis, 55 Chev., 83.56; C. Louis DiPeppino, 52 Olds., 78.19; D. Jim Murphy, 49 Ford, 71.00; E. Everett Johnson, 56 Pont., 89.54.
Gas Coupes/Sedans—A. D. & J. Automotive, Willys-Chrys., 106.23; B. James Boys, Ford, 91.46; C. Spaulding Cams, Chev., V-8, 94.04; D. Charles Stark, Chev., 75.56.
Street Roadster—A. Jerry Eppler, Merc., 87; B. Safford & Shores, Chev., 100.20.
Roadsters—A. Waterworth-Morris-Lemco, Blown Merc., 110.56.
Altered Coupes/Sedans—B. Road Rebels, Merc., 98.90; C. Hurta & Crouch, Merc., 90.
Open Gas—B. Road Rebels, Cros-Merc., 101.30.
Hot Roadsters—A. Teresa & Cerneka, Bl. DeS., 128.20; B. Grohs' Texaco, Merc., 115.46.
Fuel Coupes/Sedans—B. Hotchkiss & Thompson, Merc., 88.35.
Four Barrel—X. J. F. Lupton, Ford, 51.
Sports Cars—A. Pete Peters, Bl. Thunderbird, 106.78; B. Don Ricardo, Merc. 300SL, 96.80; C. Charles Powell, Pors.-Super, 75.37.
Cycles Gas—S. Harold Foss, Har-Dav., 97.50; A. Ron West, Ind. Arrow, 63.78; B. Bob Riker, Tri., 92.68; C. Lawrence Muhall, Ind., 88.43; D. Douglas Kirk, Harl-David., 96.74.
Cycles Fuel—A. Richard & Johnson, 30-50 Tri., 110.56; B. Richard & Johnson, 40 Cu. in. Tri., 116.70.
Top Time—B. Hot Roadster, Teresa & Cerneka, Bl. DeSoto, 128.20.
Top elapsed time—B. Fuel cycle, Richards & Johnson, Tri., 111.56; top eliminator; B. Fuel cycle, Richards & Johnson, Tri., 118.89.

DALLAS, TEX. — JUNE 9-10
Regional Championship Drag Races
National Hot Rod Association
Stock A, Jack Phillips, '56 Ford, 15.71, 89.73; B. Ray Trevaltran, '56 Ply., 16.24, 86.45; C. Andy White, '52 Olds., 17.21, 78.56; D. Jerry Nicholson, '39 Merc., 18.61, 71.88.
Altered coupes/sedans—A. Dick Beard, Olds., '32 cpe., 13.65, 104.52; B. Lee Christian, Olds., '32 cpe., 14.13, 101.35; C. Buddy Anderson, '48 Merc., '32 cpe., 14.30, 96.05.
Gas Coupes, Sedans—D. Ed Harris, '56 Chev., 15.60, 88.92.
Street Roadster—A. Carl Stone, '48 Merc., '31 rdstr., 14.51, 96.05; B. E. O. Woodward, '48 Merc., '30 rdstr., 14.69, 93.55.
Roadsters—A. George G. Hagy, Chry.-T-rdstr., 12.99, 110.29; B. Ralph Stone, Olds., '31 Ford rdstr., 13.64, 108.04.
Open Gas—Chuck Adams, Chev.-Dragster, 11.69, 119.52; B. E. D. Mabry, '48 Merc., 14.82, 94.73.
Fuel Coupes, Sedans—A. Bruce Norman, Olds., '31 Ford cpe., 13.28, 109.48; B. John Wilson, '48 Merc., '34 Ford, 14.66, 103.92.
Hot Roadster—A. Don Morgan, '48 Merc., '29 rdstr., 11.85, 116.58; B. G. Jackson, Chry-'32 Ford rdstr., 13.02, 120.00.
Competition Coupes, Sedans—A. J. Wale, '53 Chry-'34 Ford cpe., 12.81, 119.52; B. Homer Matthews, '40 Merc., '32 cpe., 13.31, 109.22.
Dragster—Melvin Heath, Chry.-dragster, 10.93, 137.19.
Top eliminator—Melvin Heath, dragster, E. T. 10.58; Top meet speed—Melvin Heath, 137.19 mph.; Best gas class speed—Chuck Adams, dragster, 119.52 mph.

SAUGUS—JUNE 24
A Class—Mike Steadman, 75.01, G Class—Sharpe & Fowler, 81.23, D. Class—Dave Bradley, 73.49, E Class—Shortblocks, 84.70, F Class—Jack Temple, 86.11, G Class—Pat and Rudy, 86.11, H Class—Bob Gordan, 89.40, I Class—Shortblocks, 90.72, J Class—Mike Cassara, 67.40, L Class—Dick Bowman, 77.48, M Class—R. Wetzel, 101.92, R Class—Randy Price, 84.60, Gas Coupes and Sedans—A—Herman Bros., 93.32, C—Yamamoto Hanami, 96.30, H Class—Edwards Auto, 105.90, E Class—Tsukashima and Ishimaru, 98.59, Roadsters—J—Tommy Ferris and DRI, 110.43, K—Roland Day, 109.80, M. Scania Bros., 113.39, Rolly and Yates, GRI, 140.99, Vic Spaulding, DRI, 126.40, Top Time—Mix Master, 140.90, Cycles 30-50 Gas—Ken Bags, 111.01, 30-50 Fuel—Bruce Edmonds, 91.50, 30-50—Mike Ward, 109.90, 40-Gas—Mathews and Holmes, 119.40, 40-Fuel—Pat Pressitt, 117.51.

PUEBLO, COLO. — JUNE 2

National Hot Rod Association
A/S, Darrell Zimmerman, Chev. V8, 17.67, 78.94; B/S, C. Dale Sheehan, Chev. V8, 17.45, 75.31; C/S, Mike Smyth, Olds. V8, 19.07, 71.14; D/S, Richard Madic, Ford V8, 20.93, 62.84; A/G, John Baxter, Ford V8, 15.94, 85.95; B/G, Swede Ehrlich, Chev. V8, 15.21, 91.93; C/G, David Marcle, Dodge V8.
D/G, Cliff Jordan, Chev. V8, 17.20, 78.12; B/A, Lee Christian, Olds. V8, 15.53, 94.83; C/A, Kenie Anderson, Ford V8, 16.49, 84.66; A/SR, Al Monk, Cad. V8, 15.75, 92.02; B/SR, David Thompson, Ford V8, 16.60, 85.71; A/R, Wade Phillips, Chry. V8, 17.87, 63.96; B/R, Dan Cobb, Merc. V8, 15.44, 89.02; A/OG, Rightsell & Fisher, Chry. V8, 12.86, 115.38; B/OG, Richards & Bonhoff, Merc. V8, 14.10, 102.15; A/E, Chuck Kirgan, Cad. V8, 13.62, 115.53; A/H, Don Morgan, Ford V8, 13.08, 102.38; B/H, Jack Richards, Ford V8, 13.95, 106.76; A/C, Bob Janowsky, Merc. V8, 14.40, 99.22; A/M, Steffen & Marchese, Merc. V8, 17.42, 79.50.
B/M, Scroggs & Kennedy, Chev. '6', 13.75, 104.65; D. Jack Moss, Dodge V8, 11.43, 131.95; A/Sa, Burkart, T-Bird, 15.15, 96.95; B/Sa, Jim Taylor, Corvette, 15.97, 92.78.
Top eliminator—Jack Moss, E.T. 11.43; Top speed of meet—Jack Moss, 137.19 mph.; Top E.T. of meet—Jack Moss, E.T. 11.07; Best gas class speed—Rightsell & Fisher, 115.38 mph.

D-JAG SETS RECORD

Driving a D-Jaguar, Walt Hansen, Westfield, N.J., recently set a new 1½-mile lap record of 1:10.7 at the Thompson Raceway, Connecticut.

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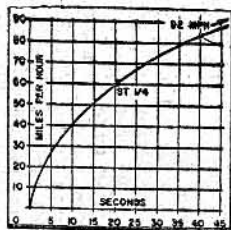


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